

JFRS 74758

13 December 1979

USSR Report

MILITARY AFFAIRS

No. 1481



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REPORT DOCUMENTATION PAGE		1. REPORT NO. JPRS 74758	2.	3. Recipient's Accession No.
4. Title and Subtitle USSR REPORT: MILITARY AFFAIRS, No. 1481		5. Report Date 13 December 1979		
6. Author(s)		7. Performing Organization Rept. No.		
8. Performing Organization Name and Address Joint Publications Research Service 1000 North Glebe Road Arlington, Virginia 22201		10. Project/Task/Work Unit No.		
		11. Contract(C) or Grant(G) No. (C) (G)		
12. Sponsoring Organization Name and Address As above		13. Type of Report & Period Covered 14.		
15. Supplementary Notes				
16. Abstract (Limit: 200 words) This serial report contains information on Soviet military and civil defense establishments, leadership, doctrine, policy, planning, political affairs, organization, and equipment.				
17. Document Analysis a. Descriptors USSR Military Organizations Military Facilities Military Personnel Civil Defense				
b. Identifiers/Open-Ended Terms				
c. COSATI Field/Group 15C				
18. Availability Statement Unlimited Availability Sold by NTIS Springfield, Virginia 22161		19. Security Class (This Report) UNCLASSIFIED	21. No of Pages 105	
		20. Security Class (This Page) UNCLASSIFIED	22. Price	

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ROLE OF PARTY MEMBERS IN FLIGHT TRAINING DISCUSSED

Moscow AVIATSIYA I KOSMONAVTIKA in Russian No 6, Jun 79 signed to press
28 Apr 79 pp 1-3

[Article by Lt Gen Avn N. Tsymbal: "Communists in the Flying Safety Campaign"]

[Text] The tension of flying training is increasing in Air Force units; socialist competition for a further increase in the quality of combat training and duty performance and for more effective solutions of the problems of combat and political training is expanding. Commanders, engineers, technicians, political officers, staff officers, command post specialists, service support specialists and support specialists of units are striving for a continual increase in their personnel's expertise and ideological tempering and unit combat readiness and to continually ensure flight safety.

The flying period is a time of intensive flying for cadets; it is a time when the young pilots are accomplishing independent air missions and when there will be tactical unit flying exercises for the various air force branches and arms, including joint exercises with ground force units, missile launches, live firing and bombing against a complex tactical background. No matter what position they occupy, the ever-increasing complexity of missions demands from officers, warrant officers, NCO's and airmen large expenditures of mental and physical effort, firm professional knowledge and skills and the ability to coordinate their work with the actions of other servicemen by location, time and target in the interest of achieving the primary purpose--superior results in air training, combat employment and developing in pilots the moral and fighting qualities required for victory over a strong, well-equipped and experienced adversary.

Party and Komsomol organizations are the commanders' active assistants in the campaign for a consistent, steady increase in the efficiency and quality of combat and political training.

The results of the winter training period provide another convincing demonstration that the results achieved are determined to a great extent by the effectiveness of the party's influence on personnel in all areas of military life. These ratings are more significant in those combat collectives where the communists and Komsomol members are champions of a high degree of responsibility, diligence and discipline and where they are true pioneers in competition on all the servicemen's missions and norms.

For example, take the air regiment where LtCol V. Molchanov, political officer and military sniper pilot, serves. A friendly, combat ready group of communists has developed here. At their unit-wide meetings, they regularly discuss upon whose efficient, high-quality performance the organization and conduct of flights in accordance with the requirements of governing documents primarily depend. Moreover, the discussion is always to the point. The airmen's deep, personal interest in comprehensively reviewing the topic under discussion can be sensed in their statements. The suggestions made by the communists testify to their great interest in the success of this matter. The political section and the unit party bureaus invariably consider the most valuable and efficient suggestions expressed by the communists and, in accordance with these suggestions, they compile or make corrections to current work plans.

Once, during a meeting, alarmed voices rang out about the increase in inaccurate landings by certain young pilots from one of the squadrons. It should be pointed out that the beginning air warriors were not making flagrant errors. But, the party activists correctly decided that they could not wait until lightning struck. It was decided to direct the communists' attention to perfecting this important element of the young men's training. The regimental commander approved this initiative.

They set to work immediately. In carrying out the assignment, experienced methods specialists visited the squadron. They thoroughly analyzed the reasons for the errors in pilot techniques. It turned out that they were occurring due to a deficiency in the pilots' training and due to the flight commanders' poor supervision over the pilots' preparations for flights. Pilots 1st class V. Medvedev, A. Pakhomov and N. Karpovich and navigator 1st class A. Ratushnyy discussed this thoroughly with the flight commander several times. Their advice played a significant role in increasing the teaching skills of the young pilots' immediate instructors. The lieutenants who were making the mistakes also received concrete assistance from the experienced methods specialists and communists. Based on the party bureau's

recommendation, their peers, who were accomplishing landings in an outstanding manner, spoke to them. Other steps were also taken.

All of this made it possible to prevent the decline in the flight safety trend line within the shortest possible time. They began to make better use of the data from objective monitoring equipment to analyze and evaluate pilot actions in the unit. The quality of landings improved noticeably; this assisted the lieutenants' confident progress in the program.

The work style which has been briefly discussed here is altogether characteristic of the unit communists. Whether the problem concerns an increase in ratings for air warriors, engineers and technicians, whether the discussion is about improving the quality of flight-line maintenance and preflight operations or improving the servicemen's special training or whether some other problem which affects flight safety is concerned, they always try to show initiative and to uncover unused reserves and put them into operation.

It is remarkable that, in each specific case, the party bureaus find the precise individual who is able to quickly and proficiently solve the problem which has arisen: the methods council or the unit aircraft maintenance service supervisors, the command post officers or other better qualified specialists. The status of party political work and the return from it are to a great extent preconditions for overall success: the regiment finished the winter training period with superior results; its personnel are presently not sparing any efforts to reach new frontiers in combat expertise.

The party organizations of our other leading units have accumulated a lot of valuable experience in ensuring flying safety during the past months of this year. But, these successes should not give rise to complacency, smugness and an uncritical attitude toward deficiencies in communists.

Unfortunately, the number of flying safety hazards have still not declined in some places. It is completely clear that we cannot reconcile ourselves to this situation: slipups in ensuring the safety required for flying operations have a negative effect on combat readiness. It is our sacred duty to the people and the Soviet government to maintain it at a level which meets contemporary requirements.

The contemporary international situation is complex. Citing their trumped up "Soviet threat," the most reactionary imperialist forces and their lackies are spending ever greater amounts on

the arms race; they are attempting to suppress the people's liberation movement; and they are interfering in the internal affairs of other countries. The current rulers of China are becoming more closely linked with the most reactionary circles of imperialism; by attacking socialist Vietnam, they revealed the incidious, aggressive nature of their hegemonistic, great power politics to the world once and for all.

Under these conditions, superior vigilance and a constant concern for strengthening unit combat readiness are required of Soviet servicemen, including airmen. Flying training is called upon to support our personnel's future progress to the apex of combat expertise. A lot here depends upon scientifically based planning which communists--the leaders of air regiments and squadrons, staff officers and unit support officers--participate in. These plans contain reliable principles for smooth, high-quality flight preparations, accident-free flights and hazard-free flights.

It has already been pointed out that the flying missions which are now being accomplished by crews, flights, detachments and squadrons have become more complex than before. Consequently, advance, pre-flight preparations for missions must be more comprehensive and in-depth in nature. Flying safety will improve significantly if the aircraft or helicopter is prepared completely and proficiently and if the flying personnel, operations control group personnel and command post operational crew provide an accurate and simple model of actions from take-off to landing and for emergency situations.

How do the leading commanders and party organizations achieve such a situation? First, based on the initiative of the party committee and the party bureaus, an exchange of experience with the best pilots, maintenance men, CP specialists and support unit specialists is organized in addition to the officers' scheduled lessons and independent work. Second, the leaders provide individual assistance to people who have not yet achieved superior results in military labor. They get the stragglers acquainted with the most efficient work methods and procedures in various situations. In addition, other forms and methods of party political work are used. Naturally, what has been said completely applies to the between-flight analysis and critique and to other issues of organizing and conducting flights--this also opens up a broad horizon for the communists' activities.

"The accomplishment of the economic tasks facing us," stated Leonid Il'ich Brezhnev in his speech at the election meeting of the workers of Moscow's Bauman Electoral District, "will require a creative approach, a high degree of responsibility

and the strictest discipline in all sectors of the economy. This applies to the work of economic managers at all levels. This applies to the people who directly participate in production. Let every person who works at a machine tool, in the field or at the drafting table ask himself if he has done everything possible to work more productively and proficiently and if he has done everything possible to save materials and not idly waste time."

These instructions from L. I. Brezhnev also apply to us, the military airmen, and primarily to communists. The campaign for flight safety will not tolerate distorted campaigns, formalism and stereotyped approaches. Its success greatly depends upon the airmen's exacting attitude toward their work, on purposefully and systematically explaining to them the need and importance of strictly and precisely complying with the requirements of combined arms manuals and the documents which regulate the organization and conduct of flights, on an efficient and concrete party reaction to any infraction and on the ability to actually teach people based on the experience of those who are continually in the lead.

Marshall of the Soviet Union D. P. Ustinov, member of the CPSU Central Committee Politburo and USSR Minister of Defense, defines the mission of party political work among the forces like this: "Party work has its own special features. The party organizations cannot mechanically copy the procedures of commanders and chiefs and they cannot duplicate their decisions and orders. To campaign for complete and proficient accomplishment of combat and political training plans with active, persuasive measures--this is the most important duty of the party organizations. They must enhance the role of the commanders' and chiefs' orders with their characteristic means; they must have an active influence on the activities of military collectives in units, ships and military educational institutions."

Forming and improving superior moral and political qualities in personnel have been and remain the most important areas for the activity of party organizations and all communists: endless devotion to the fatherland, Soviet patriotism and socialist internationalism and a readiness to honorably and completely accomplish their duty as soldiers and citizens at the first call by the party and government. A comprehensive approach based on the closest unity between the ideological, political, military and moral indoctrination of personnel has positive results. The widespread explanation of the decisions of the 25th CPSU Congress, the decisions of the November 1978 and April 1979 CPSU Central Committee Plenums and the results

of the elections to the USSR Supreme Soviet--which again demonstrated to the entire world that the Soviet people's unity around the CPSU and the Soviet government is becoming stronger year by year and the communist and non-party bloc is more monolithic than ever before--in lectures and reports, group and individual discussions and via local radio stations and wall and runway posters is of primary significance. It is necessary to continue to develop each airman's love for his profession, element and unit and his desire to protect and increase military traditions and to devote his all to increasing combat readiness and improving flying safety.

None of the forms and methods of the instructors' effect on the masses, V. I. Lenin pointed out, provide better results than the force of personal example. A large number of cases which show how topical and contemporary these instructions are at present have been accumulated in the practical experience of the communists' campaign to increase flight safety. What, for example, determines the stable, superior results in training by unit personnel where Maj V. Andreyev, a communist and pilot first class, is serving? Among other things, the party members' exemplary attitude toward executing their official and public duties. Officer Andreyev has in-depth political and technical military knowledge and he is continually expanding it; he has specialized skills and teaching skills. He has a moral right to call upon his comrades to take new frontiers and he has a moral right to demand that they immediately correct their mistakes.

Recently, the personnel of the unit where communist Andreyev is serving were commended by the AF commander-in-chief for successfully accomplishing their flying training missions.

The communists' personal example is a broad concept; it cannot be analyzed in a simplified manner. It's bad if a party member, while calling upon others to advance, violates flight discipline and equipment preflight rules himself and deviates from the requirements of military manuals and regulations which regulate flying work. The communist who only immerses himself in a narrow circle of personal interests and looks upon his coworkers and their jobs and needs with indifference also cannot in any way be called a right-of-line airman. By taking this attitude to the common cause, this party member forgets important aspects--political and moral--of his example and he loses a lot in the eyes of his countrymen.

In an operational formation, you rarely encounter a pilot, engineer, maintenance man or specialist in other areas who has a superficial knowledge of aerodynamics, equipment, tactics or who has poor skills. Why then are there a large number of

mistakes and flying safety hazards when the missions being accomplished are completely within the capabilities of those performing them? After thinking about this problem and after compiling and analyzing the facts, you will automatically reach the conclusion: this is happening due to gaps in the communists' indoctrination work within the crew, flight, detachment, squadron, flight control group, platoon and company, i.e., where the success of proficient and efficient flying is based. During intense, joint operations, it is precisely at all these echelons where people's successes and mistakes are most clearly seen, where it is easier to analyze their causes and sources and to find the most appropriate form of individual work. As is well known, this individual work not only consists of interviews on official business but also of paying constant attention to people's needs and requirements, of being able to support them in times of happiness and grief, of assisting them in mastering the secrets of expertise and, when necessary, of holding them strictly accountable for their negligence.

It is necessary to expand the practice of making periodic reports on people who make frequent errors and who are satisfied with average training results and duty performance. Moreover, not only party members and candidate members should be listened to but also Komsomol members and non-party members. I believe this will undoubtedly be of benefit.

Socialist competition is an effective means for further improving flying quality and efficiency and for increasing the level of air training. The decree "On the 50th Anniversary of the First Five-Year Plan for USSR National Economic Development," which was adopted by the CPSU Central Committee, again points out that competition is a relationship between rivalry at work and friendly, mutual assistance. Units have accumulated a great deal of experience in organizing competition and managing it in accordance with Leninist principles. Where communists are in the vanguard, the return from competition is good.

But, it must be noted that by no means all of the party organizations are showing the proper concern for publicizing competition results and for comparing them and the opportunities to repeat the leaders' achievements. What still happens in practice at times? A pilot, maintenance man or other specialist has made a new record in combat expertise. This becomes common knowledge through the combat leaflet, flash-leaflets and broadcasts on the local radio station. Of course, all of this is necessary. But, it is much more important to set things up so that all interested personnel gain an understanding of how, by what means and methods, the outstanding result was achieved.

Unfortunately, some materials on advanced techniques--which were prepared with the participation of communists--are too general and do not contain any grains of efficiency in them. The best specialists and competition winners are not always given an opportunity to appear before their coworkers themselves and demonstrate and explain the procedures for their actions themselves. The job only suffers from this. Moreover, the slight demands made on stragglers and average performers do not promote the achievement of common, lofty milestones.

The same can also be said about the organization of competition between units. Shortcomings on the part of individual communists and of party organizations as a whole can also be found here. The task of eliminating them is by no means unimportant.

The first weeks of summer combat training are behind us. The communists who are conducting an in-depth, comprehensive analysis of the positive experience and shortcomings in party political work in mobilizing personnel to conduct accident-free and hazard-free flights are acting correctly. This makes it possible to make adjustments to plans and to take efficient steps to eliminate miscalculations; in the final analysis, this is conducive to the high quality solution of the problems of the training year as a whole and the fulfillment of the higher socialist pledges which were adopted.

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IMPORTANCE OF INTERCEPTOR PILOT INITIATIVE STRESSED

Moscow AVIATSIYA I KOSMONAVTIKA in Russian No 6, Jun 79
signed to press 28 Apr 79 pp 4-6

[Article by Lt Gen Avn G. Federyakov, honored USSR military pilot: "The Fighting Man's Initiative"]

[Text] Air combat has always been and is decisive in nature. The increased flight envelopes of modern combat aircraft, their large thrust-to-weight ratio, modern airborne intercept systems and powerful weapons systems have left their mark on the procedures and methods for waging combat; they have demanded an even greater exertion of mental and physical strength. In a fluid engagement where the situation changes abruptly every second--and this is confirmed by the experience of the Great Patriotic War--only the fighting man with initiative can be victorious, a fighting man who has high morale and is highly trained professionally, who is daring and forceful, who possesses a developed tactical mentality, flexibility and aptitude and who is able to get everything out of the aircraft that it is designed for. These traits are developed and polished during daily operational training and they are tested during exercises conducted against a complex tactical background and in a situation approximating combat to the maximum possible extent.

During one of the tactical flying exercises, Capt V. Volovik's flight was assigned the mission to intercept a formation of high-speed "enemy" aircraft. After analyzing the mission, the flight commander and his pilots, Capt V. Kosov, Sr Lts V. Timagin and Ye. Miroshnichenko, worked through several alternative actions in the event the situation changed. Now, the flight is airborne. The command post vectored the elements Volovik-Kosov and Timagin-Miroshnichenko to the prescribed area. Active search began.

At the same time that a target blip appeared on the first element leader's AI radar screen, Timagin visually sighted another "enemy" element. It was flying at low altitude, using nap-of-the-earth tactics, and it was evidently ready to begin its maneuver to attack Volovik's flight. Rapid analysis and immediate action were required in this situation.

After receiving the information from Timagin, the flight leader instantaneously evaluated the situation, quickly made his decision and began to set up his maneuver to attack the low altitude target. At the prearranged command from Capt Volovik, the pilots in the flight broke formation and executed a complex maneuver; as a result, both "enemy" aircraft came under fire from the fighters. Then, the flight reformed and, with the help of the command post, attacked the primary target. The pilots were also successful here.

What was Capt V. Volovik's initiative based on? The flight found itself in a situation which demanded exceptionally precise pilot skills and faultless formation flying skills from the pilots. The flight leader had confidence in himself and in his subordinates' training and, at the right time, they came through. The foundation for the flight's success was laid long before the tactical flying exercises, during their daily operational training.

Capt V. Volovik is a highly trained air warrior and a pilot 1st class. He is an instructor pilot and is above reproach in accomplishing his combat employment missions in the most difficult tactical situations and under the most adverse weather conditions. But, it is not enough for the flight leader himself to have superior flying training, he must transfer his experience to his subordinates. In this respect, patience, persistence and the ability to establish effective psychological contact with the pilots in the flight are a big help to the officer. At first, things were not going well, especially during formation flights. The wingmen did not immediately learn how to precisely maintain their positions in various combat formations or how to seize the leader's meaning immediately and immediately react to the changes in aircraft attitude. Formation flying skills demanded a lot of long, painstaking work. But, as shown by time, this work was completely rewarded by the successes which the pilots achieved in simulated air battles.

If airmen do not display a sense of mission and initiative in their daily combat training, this can have negative results at the decisive moment. Here is an example of this. During the same tactical flying exercises, pilot 1st class Abdulov's flight was launched to accomplish a similar mission. His

subordinates--Capts V. Adamchuk and V. Barabanov and Sr Lt Ye. Kravchenko--had approximately the same level of training as the pilots in Volovik's flight. In the beginning, events were developing in almost the same way as in the first case. The command post vectored the flight to the target; they only had to carry out their attack. But, the pilots did not notice an element of "enemy" fighters to the starboard side above them. Abdulov was informed from the ground: "You are under attack!" There was only silence in reply. After the report was repeated, Abdulov gave the command to maneuver but it was already too late. The "enemy" carried out his attack. During their belated maneuver, Abdulov's flight dispersed. A strike against the formation's primary target was completely out of the question. The flight leader's element was able to form up and attack but Barabanov and Kravchenko were hopelessly straggling behind. Overall, the mission was not accomplished.

Two simulated air engagements. The results were completely the opposite, although, I repeat, the flights' level of training was practically the same. What is the reason for this? It lies in the leader's initiative and in his method of training his subordinates. Initiative is a decisive factor, not just in achieving victory but in all the activities of the leader who is training and indoctrinating young air warriors. Of course, this cannot be separated from the qualities required of airmen, such as discipline, conscientiousness, decisiveness and a superior sense of responsibility for their own training.

The experience of the Great Patriot War shows that it is difficult to win an engagement with the enemy without daring, initiative and surprise tactics. Unusually sharp pilot skills are required to achieve tactical superiority. After all, when combined with a good knowledge of the airborne weapons systems, these skills make it possible for the pilot to devote less attention to controlling the aircraft and greater attention to discovering expedient tactics and methods for the attack and they make it possible for him to precisely select the most advantageous moment to open fire.

Today, higher requirements are levied on the pilots' skills. However, learning how to fly your aircraft in an expert manner throughout the entire flight envelope is still not enough. It is very important to have an in-depth understanding that the combat maneuver is a means by which the air warrior implements his tactical concept. In other words, a precisely executed maneuver makes it possible to take up the most advantageous position for an attack.

Capt Volovik established a rule to conduct short, 10-15 minute tactical quizzes in the flight on a daily basis. During these

quizzes, the strong and weak points of the aircraft are analyzed and various options for air battles are played out. The flight leader has a good knowledge of the aerodynamics of his aircraft and of its handling at the edges of the flight envelope. He demands the same from his subordinates. It is not surprising that they fly with vigor and have a good understanding of the edges of the flight envelope. With a certain level of tactical skill, this helps them achieve victory in the air.

Flying is directly related to ensuring flight safety. Even the slightest deviation from flight safety rules directly or indirectly threatens the crew members' lives. Therefore, commanders and political officers direct all their efforts at ensuring that each airman accomplishes his duties as required by the documents which regulate flight operations. The commander's personal example plays an important role in the daily campaign for superior quality and efficiency of operational training and in developing capable air warriors. The cases cited provide convincing evidence of this.

Operational training is accomplished in accordance with the commander's documents, orders and instructions which precisely define what must be planned and accomplished and how it must be done. It is sometimes said that strict regimentation supposedly squelches initiative. Is this true? For example, the sequence and procedures for carrying out the exercises to acquire the required skills are strictly defined in the air warrior's training program. At this time, the pilots study special disciplines and get acquainted with the principles of combat employment for their aircraft. Experienced flight commanders do not watch over their subordinates without reason; they instill a taste for independent work in them and teach them to think broadly, see things in perspective, evaluate the situation and make the best decisions. As they acquire experience and expertise, the leaders make the missions more complicated while, of course, considering the individual traits of their subordinates. There is a great deal of opportunity for initiative and creativity even within a single exercise.

In leading units, a package of measures is planned and conducted to develop initiative in flying personnel. The plans for combat and political training are only being successfully implemented when commanders, political officers, staff officers, members of methods councils, party and Komsomol activists are pursuing the primary goal in their daily activity: developing a highly-principled, skilled and capable air warrior who is able to flawlessly carry out the motherland's assignments at a moment's notice. Meetings with Air Force veterans provide a

great deal of benefit in this respect; they talk about the courage and tenacity of the older generation of airmen during the Great Patriotic War.

Based on the initiative of party and Komsomol organizations, an exchange of experience between leading airmen and young pilots is conducted on a regular basis in units. In conjunction with members of the methods councils, commanders organize tactics and combat employment seminars on the aircraft being used and conduct tactical quizzes on various options for combat operations. Modeling is an effective form of training for air combat. As already mentioned, it makes it possible to develop creativity and the ability to evaluate the effect of the basic factors on the course and outcome of a battle, to select the optimal alternatives for waging combat and to think through combat tactics in-depth. Flying personnel who have mastered the methods for modeling combat training missions are able to conduct a creative search for new combat maneuvers and tactics. Moreover, independent work and systematic training sessions on special equipment are becoming the primary elements in pilot training, elements which make it possible to bring the pilot's knowledge of the equipment, aerodynamics and tactics to life in concrete actions aimed at achieving victory.

Pilot 1st class Maj G. Vorob'yev, commander of an outstanding squadron, skillfully sets up educational work with his subordinates. He is a veteran in his unit--he has occupied all the positions. Today's flight leaders, Capts V. Puzanov, A. Serov and A. Volod'ko, arrived several years ago as lieutenants when he was just beginning. Officer Vorob'yev taught them in a strict sequence of methods; he helped them to reliably master the equipment being used and the methods for employing it in combat. The commander steadfastly inculcated daring and initiative in his subordinates; he developed their analytical thinking and tactical aptitude. Vorob'yev saw a future commander in each of the young pilots; therefore, he taught them with a view to the future and he generously shared his teaching experience with them. It was not by accident that the young officers quickly advanced through the program, became first-class air warriors and were promoted to flight leader positions. They are making skillful use of the knowledge and experience they obtained to train and develop their subordinates.

...The squadron was ready to strike ground-based targets at an unfamiliar range. The squadron--a recognized leader in combat and political training--had challenged the airmen to a contest. There were more highly rated pilots in this unit and they had more experience. Of course, they were expected to be victorious. But, to the consternation of many, the pilots of Maj G. Vorob'yev's squadron won. They stealthily negotiated the "enemy" air defenses and delivered a sniper strike against all the targets.

How did the squadron achieve its success? Immediately upon receiving the mission, the commander assembled the squadron executive personnel and element leaders. They selected a rational combat formation and developed a graphic analytical model of the flight. On a detailed mock-up of the unfamiliar range, the pilots studied the terrain and characteristic orientation points and played out passes over the target from various directions. The elements and formations "walked through" a training session. The entire package of preparatory measures made it possible for each air warrior to gain an understanding of his mission. The flight was planned to the slightest detail; possible surprises were taken into consideration.

The elements launched at the designated time. After the formation assembled, they set out on their route. Then, there was the first obstacle--thick, cumulus clouds in their path. But, the formations skirted them along a previously planned alternative route and they made the necessary corrections to their calculations. The target environment had also been partially changed at the range. But, this did not discourage the air warriors--the necessary corrections were made again quickly and precisely. As a result, they were completely successful.

It is clear that experience is acquired gradually, little by little. Today, the pilots of Maj Vorob'yev's squadron are rightly called combat employment experts.

During the summer training period, the airmen will have to solve crucial problems on further improving the professional expertise and reducing the time for preparing the aircraft equipment for flight.

The training level of the air warriors and an increase in unit operational readiness depend upon how purposefully the commanders prepare their subordinates for the future and how they use the combat experience of the Great Patriotic War and the experience accumulated during the winter training period.

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PILOT ERRORS IN FIRING EXERCISE ANALYZED

Moscow AVIATSIYA I KOSMONAVTIKA in Russian No 6, Jun 79
signed to press 28 Apr 79 p 6

[Article by Lt Col V. Lupeta, sniper pilot: "He Didn't Check the Estimates"]

[Text] The ability to hit the target on the first attack, with the first bomb, missile or shell is the ultimate goal of the air warrior's combat training. For this purpose, the pilot learns to fly his aircraft in an expert manner in all conditions, day and night; he masters various maneuvers and studies tactics, aerodynamics, equipment and weapons systems.

The following incident took place once in our unit. A tactical flying exercise was in progress. The pilots were assigned the mission to conduct a missile strike against a small target from a complex maneuver. It was anticipated that the flight would be with a full combat load. The flying personnel were ordered to make a detailed model of the assignment and to calculate all the parameters of the maneuver.

The aircraft launched at the command of the flight control officer. The experienced squadron commander--who was able to fly his aircraft under all weather conditions and in any tactical situation--reported his readiness. After wheels-up on take-off, the pilot took up his assigned course. Familiar reference points were flashing by below. The "enemy" air defenses were successfully penetrated. Now here's the strong point, at this point, he has to hit the afterburner, but, for some reason, he hesitates. Finally, the afterburner is engaged. He pulls the stick back and the aircraft obediently begins to climb; however, his speed began to drop quickly. Without reaching the prescribed altitude, the pilot was forced to put the aircraft into a dive. The target was in the crosshairs. Launch! The missiles darted toward the ground, trailing smoke and fire behind them. Bull's-eye!

However, the range controller noticed the intolerably low recovery from the attack; at this altitude, he could have run into fragments from his own missiles....

According to the results of the tactical flying exercise, the unit pilots had a successful workout at the range. But, the majority of them did not feel that sense of satisfaction which always follows a job well done. Evidently, many of them understood that they had worked below their capabilities. But, why? An in-depth analysis of the exercise results and exhaustive answers to the numerous questions which had arisen were required.

Therefore, immediately after the flights, the commander ordered that all the data from the flight recorders be interpreted and subjected to the most thorough analysis. Before submitting the flight results to a general critique, the regimental methods council conducted a detailed study of how the pilots carried out their target approach maneuvers and how they operated over the strike objectives.

The data from the camera monitors graphically demonstrated that the primary causes of the mistakes were concealed in under-rating aerodynamics and the practical employment of its laws, in underrating the modeling of the forthcoming flight and in underrating the preliminary estimates. Several pilots completely relied upon their personal experience and intuition.

It was not by accident that I recalled that the missions were accomplished with a full combat load. The acceleration characteristics of the aircraft changed in this case. As shown by the estimates, to put the aircraft into a vertical maneuver at the assigned speed, the straight and level leg for acceleration increased significantly. It is clear that the turn radii also changed when the maneuver over the target was carried out.

What did we see on the flight recorder films and on the graphs which were compiled from them? Several of the pilots accurately began their maneuver but they stretched them out timewise. Others, on the contrary, carried out a high-G-maneuver but did not maintain their speed and altitude to transition to the attack. The interpretation of the flight recorder data confirmed that the range controller was correct in his criticism of the squadron CO. His aircraft really could have run into fragments of his own missiles. It was pure chance that everything turned out okay. After admitting his mistake, the officer told us the reason for it.

During the preflight preparations, he rechecked the time estimates for acceleration with external stores. However, he was not convinced by them. He was disturbed by the long acceleration leg.

His previous flights strengthened his doubts; he simply didn't think about the fact that the combat load was different then; or rather, he ignored the objective laws of dynamics. And this was the result. It might seem strange that an experienced pilot failed to take this condition into account, but it's a fact.

This case and the other pilots' mistakes which were analyzed in detail at the flight critique forced the commanders and the rank and file pilots to think about a lot of things. Lessons on aircraft maneuverability and the special features for carrying out elementary and advanced maneuvers with various options were planned and conducted with flying personnel. At first, the expertise of leaders was tested during flights for commanders. Then they began testing all flying personnel. The instructors were trying to achieve a situation where the pilot would carry out his combat maneuver precisely according to the estimates. This is only possible with a good knowledge of aircraft aerodynamics and the ability to use them in practice.

The systematized and constant work had good results. I would like to single out sniper pilot Maj Yu. Voyevodin, pilots 1st class Maj V. Goncharov and Capt M. Grytsiv and pilot 1st class Capt I. Belov, a pilot from the outstanding flight, as being among the best. These officers not only achieved superior results themselves, they also did a lot so their experience was accessible to everybody. The primary thing was that they had a critical attitude toward each of their flights and they attempted to get everything out of them that they could. It can be confidently stated that personnel only achieve success by continually trying to conduct a more in-depth study of the equipment, aerodynamics and tactics and also by thoroughly preparing for each flight on the ground, no matter how simple it is. It is even more necessary to be comprehensively prepared for combat employment sorties in order to carry out the mission: each shell, bomb and missile on target!

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TRAINING PROGRESS OF YOUNG PILOTS DESCRIBED

Moscow AVIATSIYA I KOSMONAVTIKA in Russian No 6, Jun 79
signed to press 28 Apr 79 p 10

[Article by Maj V. Golubev, pilot first class: "Why Was the Flight Lagging Behind?"]

[Text] The young pilots--graduates of the higher military aviation schools--arrived in our unit. They had had approximately the same training. We were assigned the mission of bringing their training up to the level of pilots third class. After attentively looking over the lieutenants' school efficiency reports and talking with them for a little while, the flight leaders found out that they all wanted to fly passionately and to master the combat employment of the aircraft being used as quickly as possible.

Upon completing the academic course, the pilots passed the test and began flying. The training program was proceeding without any special deviations. The young pilots were gradually drawn into the rhythm of affairs in a line unit. As usual, several of them made errors on landing at first and they did not always do their zone flying neatly. The flight leaders steadfastly helped them get rid of their errors.

After analyzing their work for the first month, Maj N. Bondarenko, deputy squadron commander for political affairs, Maj V. Semenyuk, squadron executive officer, and I gave first place to Capt V. Konovalov's flight based on the competition results. Capt V. Kireyev's flight was in second place. The positions were assigned objectively according to the results they had achieved; everybody received what he had earned.

Then, several months of intense training passed and it turned out that Capt Kireyev's flight was still behind; moreover, they were significantly straggling behind their peers. The young pilots tolerated conditions for flying accidents and several of them were way behind in their combat training program. This worried the command element and the party and Komsomol organizations.

It was decided to listen to the flight commander's report on the course of socialist competition at the unit party bureau. Capt Kireyev also gave a report. We decided to discuss the case of this flight in greater detail and to make a more in-depth analysis of the reasons it was lagging behind. Of course, the activists had previously made a detailed study of the situation in the collective. After Capt Kireyev's report, everybody was able to express his point of view with good grounds.

What did we discover? The young pilots were undoubtedly trying to improve their flying skills. But, the inexperienced pilots were not preparing seriously enough on the ground. Everybody began the introductory flying program at the same time and they were at approximately the same level. However, mistakes began to appear in their ground training then.

Lt V. Gritsayev was accomplishing his circuit and zone flights with steady, average results. Suddenly, in day time VFR conditions, he committed a flying safety hazard--he abruptly decelerated and made a rough landing. After this, the pilot did not fly for two shifts and only flew on his own again after several check flights. Gritsayev slowed down his progress in the program himself and this had an effect on the flight's results as a whole. Almost in the footsteps of Gritsayev, Lt Yu. Kupriyanov also committed a flying safety hazard and it was also landing; it was due to his crude handling of the boundary layer control system. He also did not fly for several shifts and he was only able to fly on a combat aircraft after some check flights in a trainer.

When both hazards were analyzed, the most simple reason was discovered for them--errors in flight preparations. Where did the young pilots get their underestimation of the importance of flight preparations from? The squadron command element's conclusion was unanimous--the lieutenants' lack of inner discipline was the grounds for this. From time to time, a sort of bravado and an unwarranted opinion of themselves appeared in their conversations about their flights. At times, they did not believe it was mandatory to work intensely on their preflight preparations or in the simulator classroom. They did not make enough use of specialized documents--they were relying on their knowledge from school.

The reasons for the flight's lag in socialist competition were completely uncovered at a meeting of the party bureau. Another important detail was also uncovered--the young pilots in Capt Kireyev's flight were not active in group activities.

Squadron command personnel and party and Komsomol activists corrected and helped the young pilots. First of all, we strictly

monitored the lieutenants' ground training; we checked up on how they were spending their free time and how they were relaxing. After all, it is well known that school graduates do not have a clear idea of how to make the best organization of their spare time after arriving in a unit. In conjunction with the party and Komsomol activists, Maj V. Shchepetkin, the party bureau secretary, drew the young pilots into popular cultural activities and sports programs.

The primary thing that we directed our common efforts at was improving the training session methods and instilling in the young pilots a conscientious attitude toward work and a critical attitude toward their own degree of preparation to accomplish the next lesson. After experiencing the command element's strict supervision and constant attention, the lieutenants began to change their attitude toward their duties. The young officers understood that it was not possible to be successful in their professional growth without painstaking, daily work. Undoubtedly, this axiom was not new to them. But, they previously had a somewhat abstract understanding of it; they were not firmly convinced of its benefit for them personally. The advice from and example set by their superiors had a favorable effect on the young pilots' development. The pilots began to demonstrate their growing skill in subsequent flights. They had a great deal more serious attitude not only toward their duties but to life in general. Lieutenants V. Gritsayev and Yu. Kupriyanov passed their examinations for pilot third class. Thus, Capt V. Kireyev's flight entered the same rank with their peers.

But, let's return to the basic issue: why was the flight lagging behind? Looking back, I can confidently say that it was because we were relying on the young pilots' self-reliance and on the flight leader's experience; but, the latter did not set high standards in his indoctrination work. Now, although belatedly, the deficiencies have been eliminated. But, they should not have been permitted. Everybody knows that the training and indoctrination processes are inseparable; but, unfortunately, this unity is not always maintained at times. This is what happened for a time in our squadron. This was a good lesson for the future. Having entered the summer training period, the airmen are not sparing any effort to honorably fulfill their lofty socialist pledges.

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PILOT G-LOAD SIMULATOR DESCRIBED

Moscow AVIATSIYA I KOSMONAVTIKA in Russian No 6, Jun 79
signed to press 28 Apr 79 p 11

[Article by Col (Ret) P. Isakov, MD and professor, Lt Cols Medical Corps V. Zorile, V. Zhernavkov and F. Zubets, candidates of medical sciences, and Engr-Lt Col I. Chumakov, candidate of technical sciences: "Simulated G-Load"]

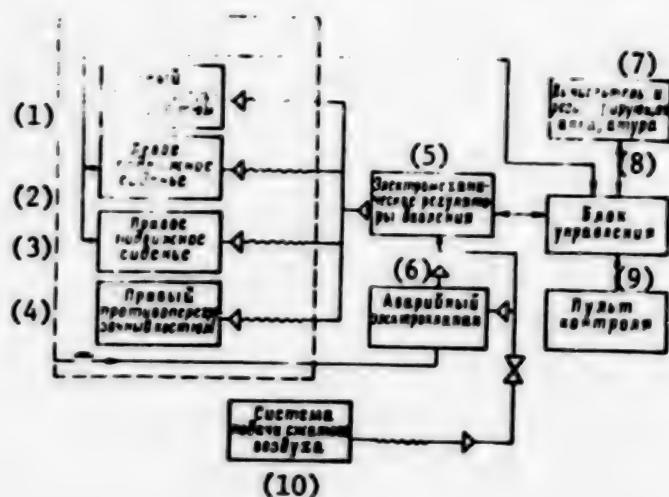
[Text] Aircraft simulators are extremely important for training flying personnel. They help the pilot develop and reinforce pilot skills, navigational skills, combat employment skills and actions in emergency situations. Their high degree of reliability makes it possible to model realistic conditions on simulators. They simulate the primary physical factors and non-instrumental signals typical of flying.

However, simulators do not completely recreate the dynamics of flight. When airborne, the pilot experiences the G-load, angular acceleration, which helps him evaluate the aircraft attitude and which, when combined with instrument readings, helps him fly the aircraft. Reaction time to a deviation from prescribed flight parameters or to an equipment malfunction depends upon the rate of the G-load to a significant extent.

Studies have shown that pilot error in determining the size of the G-load based on his own sensations does not exceed 8-15 percent of the actual G-load. A plus or minus 0.05-0.15 unit change in the normal G-load during straight and level flight or on take-off and landing is felt distinctly enough and it permits the pilot to maintain the aircraft in the prescribed regime without being distracted by instrument readings. Of course, accuracy in determining G-load depends upon flying experience and training. The G-load has a multi-faceted effect on the body. Naturally, the effect of centrifugal forces is required to simulate the entire complex of psycho-physiological effects; for this purpose, the simulator should

be mounted on a centrifuge. However, a lot of technical difficulties preclude doing this.

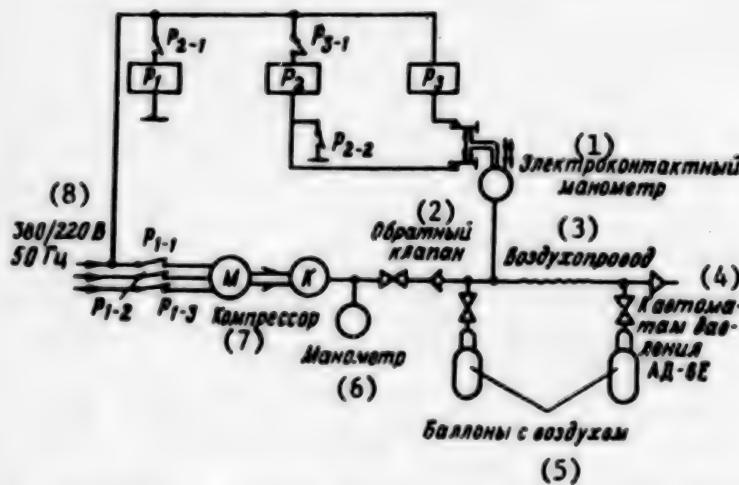
To improve the quality and efficiency of pilot training, we developed a G-load simulation system (GSS) which creates pressure in the G-suit chambers and moves the pneumatic mobile seat (PMS) with seatbelts. The system also includes a computer, electrical servo systems, automatic pressure regulating devices (AD-6E) and an air compressor (figures 1 and 2)



Key:

1. Left G-suit chamber
2. Left mobile seat
3. Right mobile seat
4. Right G-suit chamber
5. Electromechanical pressure regulators
6. Emergency electrical valve
7. Computer and recording equipment
8. Control unit
9. Test console
10. Compressed air feed system

Figure 1. Block Diagram of G-Load Simulation System on Aircraft Simulator



Key:

1. Electromechanical pressure gage
2. Check valve
3. Air line
4. To AD-6E automatic pressure devices
5. Air tanks
6. Pressure gage
7. Compressor
8. 380/220v, 50 cycles

Figure 2. G-Load Simulation System Air Feed Diagram

The pressure, which changes in the G-suit chambers, simulates certain physical effects created by G-load; it also simulates their rate, magnitude and duration. Combined with securing the trainee's body in various positions with the belt system, the change in pressure in the right and left G-suit chambers amplifies the effect of flight.

While training flight crews to accomplish combat employment missions, two series of experiments were conducted to evaluate GSS operations. In the first series, the training sessions were conducted without a simulated G-load (the control group); in the second series, the training sessions were conducted using the GSS (the test group). Operators, pilots and navigators, who were undergoing conversion to new aircraft, participated in the experiments.

The level of flying and combat employment skills were rated based on the performance of flight missions, psychophysiological indices (heart beat, length of inhalation, electromyograms of the flexor and extensor muscles in the right arm) and flight crew reports. The results showed that the GSS speeds up the process of developing skills for flying a new aircraft. An improvement was observed throughout all the training sessions and especially when the training began. When the control group pilots required a certain number of training sessions to prepare to accomplish a particular mission, the test group achieved the same level almost twice as fast.

Compared to the control group, the test group reduced its average reaction time to instrument equipment malfunctions by approximately 30 percent ($P < 0.05$) using the GSS. With good mission performance, the level of exertion in the airmen's basic physiological systems increased (heart beat by 5-7 percent and length of inhalation by 10-12 percent) when compared to the control group.

Thus, the GSS makes it possible to approximate realistic flying conditions on the simulator, increase the trainees' level of motivation and significantly speed up the process of developing flying skills. GSS equipped simulators can be used to improve the efficiency and quality of flight training for flying personnel during combat training and conversion to new equipment; it can be used for a human engineering evaluation of new aircraft systems (control, data, alarm and automated systems) and for developing recommendations to improve them; it can be used to study pilot reactions in an emergency situation and to analyze flying safety hazards, especially if the situation

cannot be reconstructed for flying safety reasons; and it can be used to study the effect of various flight factors on flying skills, to evaluate the effectiveness of various forms and methods of ground training for flying personnel and to improve their psychophysiological capabilities.

The GSS is easy to make, reliable and effective in use. It can be used in new and previously manufactured aircraft simulators.

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FLIGHT CADET RATING SCALE DESCRIBED

Moscow AVIATSIYA I KOSMONAVTIKA in Russian No 6, Jun 79
signed to press 28 Apr 79 p 19

[Article by Maj Gen Avn I. Zheleznyak, military pilot forst class, 1
Medical Corps Capt V. Zvonikov: "Help for the Young Pilots'
Teachers"]

[Text] More and more attention is being devoted to the military, political and psychology steeling of pilots and cadets in Air Force military schools. Thus, at the Order of Lenin Red Banner Kachinskiy Higher Air Force Pilot Training School imeni A. F. Myasnikov, this work begins with a comprehensive analysis of the cadets and of their psychological and personality traits.

Previously, the pre-flying study of the cadets boiled down to observing them without any consideration for the data obtained during their psychological screening. Commanders, political officers and doctors made these observations but their efforts were spread thin and there was no clear picture of future pilots' psychological traits. As a result, the instructor pilots only had narrative descriptions of the young people they had to train to fly. The narrative descriptions only talked about their political, military and academic training. The pilots had to reaccomplish the study of their students. Something similar to this was also observed when the cadets transferred from training to combat aircraft.

A decision was made to attempt to unify the objective data from the psychological screening, examinations and observations of all the people participating in cadet training and indoctrination. Experts developed a Cadet Psychological Profile Chart for this purpose. At first, it reflected all aspects of the young airmen's activities in detail. But, as it turned out, a version containing the most significant information was more suitable.

The chart consists of three parts. Each part provides a sequential analysis of initial and follow up experimental psychological examinations and an analysis of academic and flight training. The chart is filled out in the first year. Using the chart, it is possible to monitor the correctness of flying training methods, make adjustments to them, inculcate the psychological traits required of a pilot in a goal-directed manner and maintain continuity.

After the young men are enrolled in the school, the results of the experimental psychological examination are entered in the first part of the chart. The chief of the psychophysiological laboratory enters the analysis and data for these sections. Commanders, political officers and instructors use the first part of the chart. After analyzing it, they conduct their own observations and take into account the cadets' individual psychological traits during training and indoctrination; they influence the development of necessary, positive traits with all the means and methods at their disposal.

The second part describes the cadets' work on simulator systems. They are given an average rating from the simulator training log and a separate rating for their actions in emergency situations. The instructors also provide a brief, narrative description of the cadet.

One of the sections rates physical fitness by considering emotional stability, motor coordination, and the traits of attention, tension, resistance to G-load and motion sickness, spatial orientation, courage and decisiveness and accurate reactions and actions. The platoon leader also provides a narrative description of duty performance in this section based on his personal observations. It indicates the level of development of the qualities required for flying training. Academic training is rated according to the average grade for the fields studied.

During the cadets' academic training, flight training branch specialists collect, analyze and enter all the information on the chart. The flight training branch chief supervises this. Then, the chart is sent to the training regiment where it is used by the instructor pilots.

The third part contains flying training data. It rates the level of flying training (based on the flight log) and indicates the typical mistakes which arose during flights, flying safety hazards (if there were any), the number of introductory flights and flying time. The cadet is described as one of the

best, average or mediocre in the squadron or regiment. This column is filled out by the squadron commander and by the unit deputy for flying training.

Flying progress is rated according to the well-known nine-point system.

Nine points--clearly superior flying capabilities. Best cadet in the regiment based on flying qualities; one of the best in the school.

Eight points--superior flying capabilities. Stands out among the rest by the ease with which he masters flying duties. One of the best in the regiment.

Seven points--superior flying capabilities. Masters flying skills quicker than others. One of the best cadets in the squadron.

Six points--good flying capabilities. Somewhat better than the majority; masters flying duties. One of the best cadets in the flight.

Five points--the ordinary cadet; not outstanding. Masters flying duties and skills at an average rate. There are cadets making better and worse progress.

Four points--average flying capabilities. In-flight interruptions, a complicated environment and new missions cause somewhat greater difficulty than for others. Is considered to be progressing poorly in the flight.

Three points--below average flying capabilities. Develops skills slowly; requires more attention than others. One of the cadets making poor progress in the squadron.

Two points--inferior flying capabilities. Masters flying skills slower than others; flying skills are not solid enough; requires numerous, additional introductory and check flights. One of the cadets making the poorest progress in the regiment.

One point--flying capabilities do not make it possible to master the pilot's profession. Should select another field of activity.

The third part also indicates the causes of strain, its force and duration, how and where it appears and the external signs of it according to a standardized test pattern. Then, a narrative flying description and a conclusion follow. Flying

training personnel compile all the data in the third part. Data compilation is supervised by the flying methods branch.

The study of and goal-directed influence on the cadets' psychological traits requires a good knowledge of aviation psychology on the part of all participants. A department of psychology was organized at the school to improve the academic training of instructor pilots, instructors and commanders. Lessons are conducted by experienced methods teachers, by the chief of the psychophysiological laboratory and also by instructors in selected fields.

This method will be improved in the future. It was discovered that standardized observation charts were needed for the instructor pilots and platoon leaders since, not being sufficiently experienced, individual officers were not always submitting objective, narrative descriptions on their students.

According to the testimonials of commanders, political officers, flight surgeons and instructor pilots, the Cadet Psychological Profile Chart makes it possible to improve the quality of training for future air warriors.

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CAPABILITIES OF BOMBER MAINTENANCE UNIT DESCRIBED

Moscow AVIATSIYA I KOSMONAVTIKA in Russian No 6, Jun 79
signed to press 28 Apr 79 pp 34-35

[Article by Guards Maj Tech Serv M. Khomchich, technical maintenance unit chief: "Reliability Assurance"]

[Text] The technical maintenance unit (TMU) dispatcher made an announcement over the intercom that the long-range bomber was ready. The team specialists immediately began to turn the aircraft over to the technicians. The test lights on the consoles began blinking; the systems began to hum under the load. This is a custom in our unit; after the periodic maintenance is accomplished, it is customary to subject everything on the winged machine to a thorough inspection.

And, this time too, the team chiefs were devoting their primary attention to how well all the items on the equipment checklist and in the other documents were performed. They began with Guards WO V. Deryabin's radio navigation equipment. He is an experienced specialist, an erudite and industrious person. He strives to accomplish any work on the aircraft with an assurance of quality. He took one of the top places based on the competition results. Nevertheless, he doesn't get any breaks during the inspection of the radio navigation equipment. All the instruments and units upon which Deryabin performed periodic maintenance are meticulously checked out in operation. But, the inspectors are unanimous in their decision: there are no gigs.

Officer L. Fedorov--the senior technician for airborne radio-technical equipment--also received an outstanding rating that day. He had been awarded the "expert" skill level. This outstanding officer again justified this superior rating through his practical actions.

While the bomber is being handed over, periodic maintenance work continues at the other work stations according to the schedule. We have a detailed plan for taking aircraft out of periodic maintenance. The dispatch center maintains a precise rhythm within the TMU. Reserve officer A. Pavlov is in charge of the dispatch center. This experienced technician has a good knowledge of his job, of the TMU layout and of the work flow organization within it. Before his retirement from the Soviet Armed Forces, Capt Tech Serv Pavlov served in our unit. At that time, he headed up the electrical equipment team. Now, Pavlov energetically manages the work flow within the TMU.

Of course, maintaining a precise work flow is only one aspect of our job. Another aspect consists of improving the skill level of specialists as the equipment being maintained develops. All types of training activities are directed at this; these activities not only include academic lessons but also training sessions on the entire list of operations performed on the aircraft.

It is precisely due to the planned, daily training that one out of every three specialists in our TMU wears the highly respected patch with the "E" on it. The experts are the pride of the unit; they are the champions of high technical standards and they are active innovators. They are the ones that set the pace for all personnel at work and they set the example for maintaining and repairing complex aircraft equipment. By falling into line behind the best, the remaining specialists try to function more accurately, precisely and efficiently. The technicians and mechanics are dissatisfied if they receive a low rating for performing periodic maintenance on a bomber.

Our personnel's demanding attitude toward the results of their work undoubtedly has contributed to the fact that our TMU has been an outstanding one for nine years now. From year to year, it takes new frontiers and is victorious in socialist competition; it wins the challenge prizes in work competition with other units.

The highest rated specialists, the officer experts, are the leading force in the struggle for success in competition. They climb to the highest level of expertise themselves first and then they prepare their subordinates for this. It is a sort of relay race: knowledge and skills are handed from one category of worker to another.

Guards Capt Tech Serv P. Rybitskiy, a communist, is in charge of the radio communications and navigational equipment team.

The principle "not a single straggler" is strictly observed here. It is not by accident that their personnel only perform periodic maintenance with outstanding ratings. The majority of officer Rybitskiy's subordinates are experts in training and have a skill rating of 'expert.'

The entire system of training and work within the TMU and the high standards facilitate successful accomplishment of the primary mission assigned to our personnel: ensure a reliability assurance for bombers through efficient preventive maintenance. The most important thing is to detect, find and eliminate the most complex malfunctions in time.

Once, while engine operations were being inspected during flight-line maintenance, the specialists discovered that, after firing the afterburner circuit in one of the engines, the flame was just a little lower than the established standard. Naturally, it was not possible to determine the cause through simple observation. The instrument test laboratory was immediately put into action. Guards Lt Tech Serv A. Kutsylov was assigned to conduct the search.

Although he is young, he is not a novice at his job. The officer skillfully conducted a difficult test and precisely identified the malfunction. It turned out that it occurred when one of the afterburner circuit units was adjusted. The discrepancy led to a drop in fuel system pressure. It only took the specialist a little while to return the engine to full serviceability.

There was also another incident in the TMU. At that time, the specialists were performing periodic maintenance on an optical sight. This is a delicate job. Special knowledge and skills are required to be able to detect a shift in the axis of the sight coordinate readout based on the slightest signs. Guards Engr-Sr Lt A. Zenkov did an outstanding job. He adjusted the equipment in an outstanding manner within a short period of time and eliminated the malfunction in it.

Experience shows that, under modern conditions, the team leaders' analytical, or rather research, activities are becoming more and more important. The classrooms, shops and work areas where personnel perform their responsible missions are their laboratories. By thoughtfully studying the methods for lessons, training sessions and periodic maintenance, they are able to find new, more efficient ways to train personnel and to introduce the most advanced work flow procedures. This has an effect on the performance of periodic maintenance and on equipment reliability.

Recent improvements provide vivid evidence of this. Guards Sr Lt Tech Serv V. Kochnevskiy and Guards WO A. Sobol' made a unit which makes it possible to make an objective judgment about equipment serviceability and to conduct a test simulation of aircraft control. The unit received a good rating from flyers. Guards WO V. Rassadin, another of our active innovators, also built a useful device. He set up a console to check out the electrical circuits which power the control assembly. It is admittedly a simple device but it is extremely effective. Using it, the specialists are able to test the control circuits without removing the assembly from the aircraft. As a result, the time spent on periodic maintenance was reduced.

Guards Sr Lt Tech Serv V. Lychenkov, a communist, made an original test bench. His device is designed to test the automatic sight's power and control unit. It makes it possible to determine the status of the cannon systems both directly on the aircraft and under stationary conditions.

These examples reflect the trend in our innovators' creativity to achieve reliability for the equipment leaving the TMU. Last year, we implemented a total of 23 work improvement suggestions. It is very important to maintain work stations and tools in an exemplary condition. Our TMU devotes a lot of attention to this. The team chiefs are in charge of the campaign for a high degree of cleanliness around work stations and for a careful attitude toward tools; they are actively assisted by the party and Komsomol organizations. As a result, the appearance of the laboratory and the shop has changed during the last two years; tools, spare units and work clothes now receive better protection.

Technical documentation also receives a great deal of attention. Nevertheless, omissions were detected during an inspection once. The appropriate supplements and changes were not posted in a timely manner. The specialists drew a serious conclusion from this.

A principled discussion about improving responsibility for completely carrying out the requirements of governing documents was held at a unit party meeting. Guards Engr-Lt Col L. Anishchenko gave a report. He had conducted a comprehensive analysis of the activities of TMU personnel; he pointed out new ways to improve the performance of periodic maintenance on aircraft equipment. CPSU members N. Prokof'yev, P. Rybitskiy, V. Abramov and others made a lot of valuable suggestions.

They specifically pointed out that the maintenance crews were not always thoroughly preparing bombers to be turned over to their specialists when the aircraft were delivered to the TMU; they were not conducting a comprehensive inspection and they were not making reports on defects. Naturally, these mistakes also had an effect on the performance of periodic maintenance. Moreover, the maintenance crew rarely took an active part in the periodic maintenance; they were used to accomplish other missions. These deficiencies were subsequently eliminated.

As one of the primary types of preventive maintenance for aircraft equipment and for ensuring superior reliability in the functioning of aircraft systems and units in flight, the campaign for superior performance of periodic maintenance is unthinkable without socialist competition, comparability of results and disseminating the experience of the best specialists. This requires a creative, concrete approach and a synthesis of advanced techniques.

A lot of measures to promote the successes of socialist competition are organized within our unit. But, the achievements of the best specialists are not always accessible to everybody. At times, a general discussion is conducted during the meetings between the servicemen and experts, the best rated specialists and methods instructors. Frankly, the return from such meetings is not very great. Certain posters also frequently suffer from a lack of specificity.

Each team leader must be able to conduct an in-depth analysis, summarize the experience accumulated and transmit it to others and he must also be able to teach this to his subordinates. Of course, it is impossible to mechanically transmit advanced techniques from one group to another. A scientific, creative approach is required to introduce advanced techniques.

Our TMU was recently awarded a prize by the aircraft manufacturers for our successes in socialist competition and for ensuring superior performance of periodic maintenance. While accepting this prize, our personnel assured our commanders and the representatives from industry that they would work even more selflessly to accomplish our complex and responsible missions, to steadfastly improve their knowledge and skills and to carry out their adopted pledges in an outstanding manner in order to further improve combat readiness and to ensure flying safety.

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FLIGHT MAINTENANCE UNIT TRAINING METHODS DESCRIBED

Moscow AVIATSIYA I KOSMONAVTIKA in Russian No 6, Jun 79
signed to press 28 Apr 79 pp 36-37

[Article by Guards Engr-Maj A. Iznov: "Graphs and Training Sessions"]

[Text] Our unit's Aviation Engineering Service specialists read Engr-Lt Col A. Lavrinov's article, "Introducing the New" (AVIATSIYA I KOSMONAVTIKA, No 3, 1979), with interest. It touched upon current issues concerning the organization of flight-line maintenance and preflight operations, improving their effectiveness and ensuring reliable operation of aircraft systems and units on the ground and in the air.

The author correctly emphasizes that the organization of flight-line maintenance is sufficiently described in the appropriate manuals and instructions. However, third-generation aircraft have made it necessary to further improve it. We have done a lot in this direction. Our unit engineers take a creative approach toward flight-line maintenance and critically analyze our shortcomings.

Thus, while checking the organization of flight-line inspection in the squadron where Guards Engr-Maj M. Gutyrchik is in charge of the Aviation Engineering Service, the inspectors pointed out violations in specialist staffing of maintenance crews; naturally, this had an effect on work performance. This case was the subject of a thorough discussion at a meeting of the unit methods council's maintenance section; the squadron deputy commanders for AES, Technical Maintenance Unit (TMU) detachment chiefs and TMU maintenance group chiefs were invited to the meeting. They were not only able to develop specific steps to improve crew manning but also to improve the efficiency of all the preventive maintenance being accomplished on aircraft during flight-line maintenance operations. At the same meeting, it was decided to conduct

a special lesson in one of the squadrons, a lesson which would show AES unit supervisory personnel how flight-line maintenance days should be organized by considering the experience talked about in the article "Introducing the New."

Engineer officers L. Anishchenko, V. Krivenko, P. Koshelev and V. Potepukh were enlisted to prepare and conduct the lessons. In conjunction with other engineer supervisors, they developed a lesson plan, made up visual aids, analyzed all the deficiencies and uncovered the reasons for them. Then, the maintenance crews were manned in order to accomplish the missions of a specific flying day. The lessons were conducted in an organized manner. The maintenance section's recommendations were implemented.

The engineer supervisors devoted a great deal of attention to the following issues: the distribution of airfield maintenance support equipment on the day for flight-line maintenance operations, the organization of socialist competition and step-by-step inspections and providing personnel with the necessary materiel and test equipment.

During the critique, special attention was directed at each specialist's efficient time utilization and at complete utilization of the test equipment. After all, what happens sometimes? A flight-line maintenance day is planned and part of the experienced technicians and junior aircraft specialists are used on other jobs. This set-up is basically incorrect. It interferes with complete implementation of the AES schedule and work flow charts.

AVIATSIYA I KOSMONAVTIKA has already carried articles on the importance of accurately planning and precisely carrying out the flight-line maintenance schedule. I will only touch upon some of the special aspects of this matter in our unit here. The squadron AES deputy commanders devote a great deal of attention to coordinating the time of maintenance teams and crews. For this purpose, data on the length of the job for maintenance crews and on the length of preparations for aircraft equipment and loads are entered in the schedule ahead of time in order to ensure a "fit" between the specialists and equipment earmarked to accomplish all the assigned missions. The time periods for delivering and clarifying missions, setting up test equipment and tools, supervising the disposition of specialists, conducting the critique and evaluating the results of the socialist competition are precisely defined.

The schedule contains items for the comprehensive inspection and test conducted by the squadron deputy commander for AES, his assistant and the maintenance team chiefs. A repair team is set up to efficiently eliminate any deficiencies detected.

Of course, to a great extent, keeping strictly to the flight-line maintenance plan depends upon the precise actions of the duty engineer who prepares for his scheduling job at the AES control center the evening before. With the available radio-technical equipment, the duty engineer works out his communications with the aircraft hardstands and other facilities and works out his actions to collect information on the performance of planned operations, the deficiencies discovered, the best people and actual delays.

Experience shows that training sessions with the duty engineers help them make efficient use of the AES control center capabilities and the new technical equipment and to work according to the schedules.

In addition to the methods for improving quality control of the operations performed on aircraft which A. Lavrinov wrote about in his article "Introducing the New," we have organized maintenance training sessions. At these training sessions, the methods for organizing and conducting step-by-step inspection during flight-line maintenance and preflight operations are analyzed in detail. We draw the squadron deputy commanders for AES, maintenance team chiefs and maintenance crew chiefs into these training sessions. Unit engineers conduct these lessons in their special areas.

Changes are made to inspection procedures on a timely basis. Thus, the methods council reviewed a suggestion to conduct the external inspection of aircraft equipment with additional lighting. Based on the council's recommendations, electrical outlet poles for troubleshooting lights were made for each aircraft. The improved lighting makes it possible to better discover defects during the visual inspection of the aircraft.

A new approach to manning maintenance crews streamlined step-by-step inspection. We are striving for a situation where each crew has experienced specialists from all the support services, specialists who are able to accomplish future work at the highest level of performance. For this purpose, the best qualified TMU detachment and maintenance team chiefs are drawn into flight-line maintenance operations without fail. The AES officers maintain constant contact with the unit headquarters and they anticipate replacements for specialists who will be on leave, TDY, charge of quarters or flight-line duty.

It is worth mentioning that our unit engineers have been devoting greater attention to promoting advanced techniques for flight-line maintenance and preflight operations. The winners of the socialist competition for best performance of the flight-line maintenance schedule are always the topic of conversation at maintenance critiques and their successes are widely publicized via posters.

The unit has a lot of specialists who make skillful use of flight-line maintenance operations to provide quality service for aircraft equipment. For example, the excellent aircraft maintenance crew headed by specialist 1st class officer O. Vasil'yev enjoys high prestige among the airmen. He takes a creative approach to maintaining his aircraft; he is continually training and indoctrinating his subordinates. Guards Capts Tech Serv D. Aksenov, Yu. Sozonov, V. Abramov and G. Khatskevich, maintenance group chiefs, and officer Yu. Merkulov, TMU detachment chief, enjoy a good reputation in the unit.

The intensive summer training is at its peak. During this period, the roar of engines rarely dies down at airfields. Our unit AES personnel are working intensely. A ceaseless search for creativity in organizing flight-line maintenance and preflight operations is one of the important ways to ensure the reliable operation of all aircraft systems and assemblies in the air.

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'NEMAN' TROOP TRAINING EXERCISE ACTIVITIES

Preparations for Troop Exercise

Moscow KRASNAYA ZVEZDA in Russian 22 Jul 79 p 1

[Article by Lt Col V. Moroz, Maj B. Karpov and Maj V. Semenov, special correspondents of KRASNAYA ZVEZDA: "On the Frontiers of Military Glory"]

[Text] As was announced, from 23 through 27 July, the troop exercise of the Baltic Military District will be conducted in the region of Panevezhis, Taurage and Alitus under the code name of "Neman". The units and subunits participating in the exercise have moved up to the starting positions. The personnel is preparing for active combat.

The area where the training engagements were to take place was covered in bluish haze. Here the Neman is beautiful and magnificently calm. But for the Soviet people this river is remembered in a different form, harsh and boiling with the bursting of bombs and shells.

"In this land you feel a special stirring," we were told by the chief of the political department of the Guards Motorized Rifle Proletarskaya Moscow-Minsk Division, Guards Col Yu. Berdyshev. "Some 35 years ago our division was fighting here against the enemy and crossed the Neman. At that time several of its soldiers were awarded the title of Hero of the Soviet Union. The preparations of the personnel for the exercise cannot be imagined without turning back to the service record of the unit or formation, to the experience of the frontline men. The party Central Committee in the Decree 'On a Further Improvement in Ideological and Political Indoctrinal Work' has obliged us to add continuously to the glorious traditions. On the days which have preceded the exercise, here as well, in the area of the exercise, in the division a good deal has been done so that these traditions acquired an even more specific content for each of us, that they sink deeper into our hearts, and become a standard of conduct."

Yes, the personnel of the glorious formation has prepared well for the exercise. Party meetings devoted to the vanguard role of the communists in the training battles have been held in all the subunits. Concrete, terse decisions have been approved. In ensuring exemplary fulfillment of the combat training missions, the communists carry out active and purposeful party political work, they bring each man under their influence, they unite the collectives, and inspire the personnel to self-sacrificing military labor. In the companies and batteries, the recommendations are carefully employed on organizing party political work in a combat situation as are contained in the book by L. I. Brezhnev "Malaya Zemlya" [Little Earth]. The ardent undying appeal to act in the exercise in a frontline manner everywhere strikes a fervent response in the hearts of the soldiers.

In the artillery battalion under the command of Guards Lt Col A. Samoylenko, we heard a stirring tale of the death of Hero of the Soviet Union Guards Pfc A. Koloskov in July 1944 near the town of Alitus. He has been entered in perpetuity in the rolls of the first battery.

"Before the exercise," said the battalion commander, "a delegation visited us from the Kolkhoz imeni Koloskov. The sponsors had one admonishment for us: to act in the 'Neman' exercise in a frontline manner. And the artillery troops are doing this. Under difficult weather conditions, they carried out a march in an organized manner. Among the assets of the battalion are the successful field firings conducted before the exercise. For now leading in the competition is the battery commanded by Guards Sr Lt Yu. Lobanov, the direct successor of the hero's glory."

The battle excitement is also felt in the actions of the tank troops in the regiment under the command of Lt Col V. Kulyasov. Symbolically, here as well the leader of the competition is the company on the rolls of which Hero of the Soviet Union Sr Lt B. Sizov has been entered in perpetuity. The company is commanded by Capt A. Osipov, the secretary of the battalion party organization. The company received a letter from the students of the Teykovo Secondary School which is in Ivanovskaya Oblast. Before the war V. Sizov taught in this school, and came here from the front. The children wished the tank troops a "five" [excellent marks] in the training combat. And the first company has already made a good start, as the march was carried out in an excellent manner, and the engineer work was performed in a short period of time and with high quality.

The exercise is above all work. It is difficult work requiring firm knowledge, physical and volitional strength and courage. The commander of the signals subunit Maj V. Tret'yak, for example, spoke with particular warmth of the self-sacrifice of the driver Pvt A. Abishev. Having returned from a difficult trip, without any break, he joined in the work of setting up the station, and assumed responsibilities for which, as a driver, he was not responsible. In particular, he had to swim across a river several times. A minor point, but a very indicative one. A helping hand in the crews and squads, and a readiness of each man at any instant to come to the help of comrades are clearly apparent in all the subunits.

This glorious tradition is mentioned in the appeal of the war veterans to the exercise participants published in the district newspaper. Also great is the mobilizing force of the direct meetings with frontline veterans held in many of the subunits on the column advance routes. A great charge of energy is also provided by the letters from the parents of soldiers and officers who at one time liberated the Soviet Baltic fighting in East Prussia. Sr Lt V. Susikov who during the exercise was to carry out the duties of the commander of a motorized rifle battalion received a few lines from Tashkent from his father A. Susikov who here, in the Baltic, was awarded the Order of Glory, Third Degree. Incidentally, Sgt (Res) Susikov has two other sons who are officers. The son, Jr Sgt V. Bozhko and his comrades in arms received wishes for success in the exercise from the father who had fought here as part of an antitank battery. There were letters and more letters.... But in such moments they cease being personal. They are addressed to all the heirs of the military glory of the elder generations and the traditions which have been forged in combat.

The participants of exercises such as "Neman" always feel particularly strongly the close attention of the people. This attention inspires, disciplines and exhaults them. On the routes along which the columns moved and at the stations where the troop trains were unloaded, we witnessed exceptionally warm and cordial greetings between the soldiers and the local population. There were the traditional bread and salt, the stirring speeches and improvised concerts. We saw flowers on the armor and thought of those times when the field bouquets in just the same way fell on the dusty towers of the legendary "34's" and thought about the unity of the people and the army. Loyal to their people and to the Soviet motherland, in the exercise the soldiers will demonstrate their high and constant readiness in the future to ensure the peaceful creative labor of the people and provide a reliable defense for the victories of socialism.

Aviation Preparations for Exercise

Moscow KRASNAYA ZVEZDA in Russian 22 Jul 79 p 1

[Article by Col V. Izgarshev, special correspondent of KRASNAYA ZVEZDA: "Ready for Take-Off"]

[Text] Soon, very soon the "Neman" troop exercise will thunder with armor, it will be heralded by the roar of gun salvos and the whine of aviation turbines, and illuminated by rocket bursts. But for now watchful silence reigns. The troops of the opposing sides divided into "northerners" and "southerners" are carrying out the last preparations for the start of combat. The questions of cooperation are being clarified on the staffs.

The missions which the flight crews must carry out are complicated ones. They must provide unconditional air superiority, they must dependably cover their own ground units against "enemy" air strikes, they must precisely at the designated time and on the designated line make missile, bomb and cannon

attacks against the positions and installations of the opposing side, and hit the targets on the ground and in the air on the first attack.

Assembling in the classroom of aviation unit X were the pilots and navigators of the crews who during the days of "Neman" were to make bomb and missile strikes against the airfields and rear of the "northern" troops, and against their reserves and weapons. Bent over his notebook was the young navigator, Lt Viktor Krylov. In flights with the best pilots, Komsomol member Krylov had gained experience. The forthcoming exercise was the first in his service. But the young navigator was ready to carry out all the missions confronting the crew. He had carefully and intelligently learned to carry out his duties in the flights, under simple and difficult weather conditions, during the day and at night. The lieutenant had almost completely finished preparations for his examination for second class.

While the flight personnel was continuing exercises in the classroom and checking out their knowledge of the equipment, aerodynamics and tactics, at the airfield, the engineers, technicians and junior aviation specialists were working around the combat aircraft. They worked with enthusiasm. Each man perfectly understood the degree of his responsibility for preparing the aviation equipment for the flights. As always, the communists set the example in labor. Among them were the head of the flight maintenance unit, the member of the squadron party bureau, Capt Tech Serv Dmitriy Filin, the chief of the maintenance group, Capt Tech Serv Vladimir Karpo, the technician of the outstanding aircraft Lt Tech Serv Sergey Ruban, and many others. Combat leaflets and quality bulletins had been devoted to their labor. In particular, these told of the aviation mechanics, the twin brothers Aleksandr and Sergey Ryabenko. Both were members of the squadron Komsomol bureau.

Here recently they had set up selector communications between the aircraft shelters, and this would help to more quickly ready the aircraft for take-off. The commander of the excellent flight, military pilot first class and communist, Capt Sergey Chernyshev, in properly praising the contribution of the technicians and mechanics to the overall success of the flight, said that without their unstinting labor and constant concern for flight safety, it would have been impossible to maintain the title of an excellent flight for 3 years running.

Here after hot days, it had turned cold in the Baltic. The wind from the sea was bringing in storm clouds, and it rained off and on. But at the airfields, as everywhere else on the fields of the "Neman" exercise, things had heated up. The men were working with ardor. The aviators were fully determined to carry out the responsible missions of the exercise with honor.

Veterans Recall Wartime Operations

Moscow SOVETSKIY PATRIOT in Russian 22 Jul 79 p 1

[Article by Col I. Dynin: "Neman--A Heroic Line"]

[Text] The troops were still at their starting points, the sirens had not yet given the alert, but the red arrows on the staff maps already designated the directions of the forthcoming strikes. The overall concept of the exercise as yet was known to a narrow group of persons but its great strength at any moment was ready to break the silence with the roar of battle. And then much would recall the events of the war years. And today's maps are so like the frontline maps. There were the same rivers, the same elevations, forests and roads.

The Neman is a heroic line. From here in January 1945, the troops of the 43d Army under the command of Lt Gen A. Beloborodov began the offensive in the course of the East Prussian Operation.

"The battles were heavy going," recalled Afanasiy Pavlant'yevich [Beloborodov]. "The Nazis around Koenigsberg early on had created strong fortified areas, deep defensive lines and numerous fortresses. They prided themselves that the foot of a foreign soldier had never entered German land for a hundred years. But they did not consider one thing, the courage of our soldier who fought heroically for each meter, for each house, and for each high point. And we were victorious."

Gen Arm Beloborodov put the courage and heroism of the soldiers in first place. But the success of the operation depended largely upon the skill of the military leaders. Col Gen Tank Trps V. Butkov who during those days commanded the I Tank Corps, recalled:

"According to the plan of the operation, our corps was to be committed to battle along with the troops of the second echelon for developing the success. But the fog and slush did not make it possible for the aviation and artillery to operate at full strength, and the defenses of the Nazis were strong. The 5th Army ran up against a strong antitank line. The II Guards Tank Corps came under the lethal fire of an enemy antitank brigade. At that moment I was summoned by the commander of the front, Gen Arm I. Chernyakhovskiy:

"'Comrade Butkov, because of the situation which has developed, I have decided to alter the initial plan and commit your corps to battle immediately, through the battle formations....'

"From the intelligence data I knew that the enemy had begun to pull back the Tilsit-Insterburg grouping opposite the left wing of the 29th Army, and resolved to make use of this, and I reported to Chernyakhovskiy that the strike was better made not frontally, but to the northwest, in the sector of the Rautenberg highway, in order to come out in the rear of the Insterburg grouping and the Gumbinnen fortified area.

"'Good,' the commander agreed, and ordered: 'Return to the corps and give the preliminary orders.'"

The maneuver conceived of by Butkov was successfully executed and played an important role in the course of the offensive operation. And with good reason on the eve of the "Neman" exercise, books and newspapers articles which describe the East Prussian Operation could be seen in the hands of many unit and subunit commanders. To act in the exercise as on the front line, and to creatively apply the experience of the war--this is the imperative of the times.

In the history of the Great Patriotic War a feat has been described carried out by the deputy battalion commander for political affairs, Capt S. Gusev. In the battles on the approaches to Gumbinnen, he took over for the fallen company commander, he raised the men to the attack, and by personal example led them on. The resistance of the Nazis was broken. But the political worker perished in this fierce engagement. For the feat committed he was posthumously awarded the title of Hero of the Soviet Union, and Gumbinnen was renamed the city of Gusev.

And possibly the route of the troops will pass through it tomorrow. Today it is difficult to guess the course of events, but one thing can be said with certainty that both on the march, on the offensive and on the defensive the troops will act in the Gusev manner, as though on the front line, with boldness and daring. In peacetime they will learn not only tactics, but also courage, and will follow the example of their fathers and grandfathers who for eternity have brought glory to the motherland.

The exercise is a test of maturity. It will be passed by grey-headed generals and commanders, by political workers, and by young soldiers who have recently been inducted into the army. At present the commander of the Red Banner Baltic Military District, Gen Arm A. Mayorov, has numerous concerns, as he has been entrusted with the leadership of the exercise. And the company commander, Guards Capt A. Sotnik, is also concerned. With his subordinates he will be part of an airborne landing.

"I know that it will be hard," he said, "but I am confident of success."

The commander has a firm ground for this confidence. It was borne not at present and not yesterday, but rather in the course of all the combat and political training of the airborne troops. Day after day, in exercise after exercise, they mastered the difficult military science, they learned to fold a parachute, to jump from a tower and from an aircraft, to fire their personal weapons, to drive a vehicle, and to be victorious in hand-to-hand combat. On many of their chests are the emblems of class specialists and rated athletes. These are mature airborne fighters. But also among them are young soldiers of the spring induction. How prepared are they?

"Not bad," replies the commander, "and all of them, as a rule, studied in the DOSAAF air clubs prior to induction into the army, and had made parachute jumps."

Yes, today, on the eve of the exercise, one can hear many good words directed to DOSAAF, where the future soldiers have become paratroopers, they have mastered the motor vehicle, and have become familiar with communications equipment and firearms. Due to this they more confidently and more rapidly have assumed their place in the army formation.

Just a few hours remain until the start of the exercise. Soon the signal will be given and battle will break out. The tank and motorized rifle troops, the fliers and artillery troops, the antiaircraft troops and sappers will fight under conditions close to combat, on those same lines which were wreathed with glory during the years of the Great Patriotic War.

Preparations of Staff Officers

Moscow KRASNAYA ZVEZDA in Russian 24 Jul 79 p 1

[Article by Lt Col V. Moroz, Maj B. Karpov and Maj V. Semenov, special correspondents of KRASNAYA ZVEZDA: "The Combat Life of the Staffs"]

[Text] The troops involved in the "Neman" exercise have taken up the starting area. Yesterday the "northerners" and "southerners" ended their preparations for active combat.

The chief of staff of the Guards Motorized Rifle Proletarskaya Moscow-Minsk Division, Guards Col Ye. Davydov, pointed to the map which was thickly spotted with symbols. One had merely to glance at this map to realize how vast was the territory on which the units and subunits of the division were located. They were literally scattered and dissolved in the forests and groves.

"And in this situation," said Guards Col Davydov, leaning over the map, "the division is unified and a coordinated organism. This has been achieved by the firmness of the will of command and by the coordinated and purposeful work of the party political apparatus and the staffs."

In speaking of the combat tension which reigns in the staffs, Yegor Danilovich [Davydov] particularly pointed out the staff of the Guards Motorized Rifle Regiment under the command of Guards Lt Col V. Bel'nikov. Here the work has been organized smoothly. This has been due to both the chief of staff and to the regiment commander. Guards Lt Col Bel'nikov in the recent past himself was appointed chief of staff, and in this position was awarded the Order for Service to the Motherland in the Armed Forces, Third Degree.

Upon the advice of Guards Col Davydov, we arrived in this unit. At the staff were only its chief, Guards Maj G. Avdokhin with an assistant. At the same time, the staff was continuously receiving various information and operational orders were coming in.... How did two men handle this? Equipment

also was helping. On the staff there was a good deal of modern equipment making it possible to automate and mechanize control and to sharply accelerate the carrying out of calculations. As a result, time was freed for creative labor, for direct work in the subunits, and for providing help to the commanders on the spot.

At the disposition of the motorized rifle company under the command of Guards Sr Lt S. Maksimov, we met Guards Maj Ye. Silitsin. Maksimov is an effective and energetic officer, but as yet does not have great experience. Guards Maj Silitsin helped him rapidly eliminate certain shortcomings concerning the combat support of the subunit. The staff officer, one could feel, had gone into everything. This was characteristic for the style of work of the regimental staff. Here there was the firmly established opinion that a staff worker could not be a narrow specialist or competent in just one area, but rather he was obliged to have a perfect knowledge of tactics, to be technically well informed, capable of giving skilled advice on the question of indoctrinating the personnel and organizing the socialist competition, and possess the qualities of a propagandist. In a word, he should feel personally responsible for everything of vital importance for the regiment.

This was the subject of a specific conversation at a party meeting in the staff held prior to the exercise. Virtually all the communists spoke at it. There were many proposals on increasing work efficiency, and on improving the use of technical control devices, the method of parallel planning, and formalized documents. The staff workers spoke self-critically of the unsolved questions. Guards Lt Col F. Il'menev said, for example, that the antiaircraft gunners had still not mastered all the methods of employing their weapons, and that the excellent grade received by them in the last firing had caused complacency in some.

And then in the area of the exercise, we saw how Guards Lt Col Il'menev in one of the battalions conducted an additional exercise with the antiaircraft gunners. Is this not an example of the unity of word and deed?

Any staff worker of the regiment is capable not only of performing his functional duties in an exemplary manner, but also taking over for a comrade when necessary. This is natural as a majority of the headquarters officers has a higher education, many have completed military academies, and all are party members. The professional training of the officers is organized in the regiment in such a manner as to provide a high degree of interchangeability. For example, Guards Lt Col Il'menev at any moment is ready to assume the duties of the chief of staff, while one of the deputy commanders, Guards Lt Col N. Dugin can in parallel carry out the tasks of the regimental chief of the engineer service, and so forth. Here one can also feel the fact that a majority of the staff officers has experience in the position of subunit commanders.

At present each staff officer is working in the position of subunit commanders.

At present each staff officer is working at maximum force. Somewhere far forward, Guards Capt B. Plyusnin is working with his scouts. The chief of staff replies with praise about the chief of reconnaissance. Along with the young commander of a reconnaissance subdivision, Guards Sr Lt Yu. Shikulenko, he distinguished himself even on the march. When a section of the road along the route which the column was to move up on was washed out, the scouts quickly found a bypass, and provided exhaustive data on the depth of the ford discovered by them in the river. Here the information was immediately passed on to the subunits, and this made it possible to maintain the rapid pace of the march under bad weather conditions.

The signals chief of the regiment, Guards Maj V. Beraya, also distinguished himself in the exercise. He is a high-class specialist, indefatigable, and energetic person. Upon his initiative recently the command-staff vehicle was modernized. And now the comrades are grateful to him for this.

"There are many outstanding men," said the secretary of the headquarters party organization of the unit, Guards Capt A. Klimovich, in summing up the results of the first stages of the exercise. "Each communist on the staff has worked with a particular upsurge, and the pitch of the competition between the officers has not let down for a minute."

We also visited a number of other staffs both of the "northerners" and the "southerners." And everywhere we saw that the staff officers were men totally dedicated to their service and party duty, and were devoting all their knowledge and forces for the sake of precisely carrying out the plans of the commanders and for victory in training combat. The staff of the exercise leadership sets the high tension and clear pace of work in the troops.

PHOTO CAPTIONS

1. Above. Staff officers of unit X, Guards Maj Ye. Kireyev, Guards Lt Col V. Kuz'min and Guards Capt R. Zarinovskiy.
2. Below. At the firing position of the battery under the command of Capt V. Molchanov.

Motorized Infantry Unit Activities

Riga SOVETSKAYA LATVIYA in Russian 24 Jul 79 p 3

[Article by V. Smetannikov from the area of the "Neman" exercises: "The Baton of the Feat"]

[Text] During the rainy, wet autumn of last year, the tractor driver from the Kolkhoz imeni Lenin in Tukumskiy Rayon, Inesis Evele, gained good

experience before serving in the ranks of the USSR Armed Forces. Potato harvesting was underway. He had to work truly without sleep and rest in order to save the crop. The young fellow before this had completed secondary school in the spring. Evele passed with honor his first test of strength of character and male maturity. The leadership of the kolkhoz thanked him for his excellent work. And in November, Inesis donned a soldier's uniform....

It was the brief hours of rest after a difficult march. The subunits of one of the units of the Guards Motorized Rifle Proletarskaya Moscow-Minsk Division had just completed a relocation into the area of the "Neman" exercises. Carefully concealed under camouflage nets, the small but fast BMP, the infantry combat vehicles, stood along the edge of a field. And around one of them we recognized Inesis Evele, a driver-gunner of the BMP.

"An excellent soldier, disciplined, efficient and resourceful," was how the deputy company commander for political affairs, Mikhail Yavorskiy, described him. "When necessary he can also drive the vehicle. His crew has just received the rotating Red Pennant of the winner of the socialist competition in the subunit for superior indicators for the results of the first stage of the 'Neman' exercise."

"I like military service," said Evele. "I like the equipment and am proud that I ended up in the ranks of the glorious division."

In taking the opportunity of a small break (the participants of a local amateur artistic group were to give a concert for the soldiers), I asked the chief of the political department in the division, Guards Col Yu. Berdyshev, to give a small interview for SOVETSKAYA LATVIYA.

"Tell us, Yuriy Karpovich [Berdyshev] about the campaign record of your formation."

"This record is expressively depicted in the full name, Order of Lenin, Twice Red Banner, Orders of Suvorov and Kutuzov Guards Proletarskaya Moscow-Minsk Motorized Rifle Division. It is Proletarskaya and Moscow because it was created in 1926 in the capital of our motherland from the best representatives of the working class. Prior to the war, each year it appeared in the holiday parades, and 38 times its men crossed the cobbles of Red Square. Or more accurately, it was 39 times as the representatives of the formation participated in the Victory Parade. They arrived over the difficult frontline roads in time for the ceremonial march in June 1945. The Order of the Red Banner was fastened to the colors several months after the Nazis attacked our country. In September 1941, the division was one of the first in the Red Army to receive the title of Guards. The Order of Suvorov was received for the bravery of the men in the battles around Belgorod, the Order of Kutuzov for the engagements in East Prussia, and the Order of Lenin for participation in the Bagration Operation, when the Soviet troops cleared the land of Belorussia and captured Minsk."

"We have an old tradition: each year with the regular induction of young persons for military service, the subunits receive 25 Muscovites and 25 young men from Minsk."

"How did the personnel of the division receive the news of participating in the 'Neman' exercise?"

"With unconcealed excitement. I know of instances when hospitalized soldiers and officers directly asked the physicians to discharge them for the 'Neman' exercise. But for the division this word is of particular meaning. During the Great Patriotic War, the units of the formation liberated the land where the exercise is to be carried out, and in the most difficult battles crossed the Neman at the Lithuanian town of Alitus. At that time three soldiers, Pfc Aleksey Koloskov, Jr Sgt Trugun Akhmedov and Pvt Petr Naboychenko, died a death of the brave. All three posthumously received the title of Hero of the Soviet Union. Their names, by an order of the USSR minister of defense, were entered in perpetuity on the rolls of the subunits. The feats of the three courageous soldiers are always in the hearts of our men, and during the 'Neman' exercise, the present soldiers--representatives of 10 nationalities--have resolved to show that they will honorably take over the baton of the heroes. In heading to the area of the maneuvers, one of the units in the formation made a brief halt and laid a wreath on the grave of Aleksey Koloskov...."

Among those who the physicians did not discharge from the hospital was the scout Aynara Peterson who had a severe cold. But on the other hand his brother Arnis, a driver-gunner, will be in the training combat. They are twins and grew up in Ventspils, and serve in the same subunit. Prior to army service, Arnis completed the Kandava Sovkhoz Technical School, he became a land reclamation worker, and for 3 months himself was an instructor at the vocational-technical school in the settlement of Zuras in Ventspilsskiy Rayon. Now he is an outstanding man in military and political training, as is his brother....

In several hours, the short break will end, the engines will start up and the company where Yanis Evele and Arnis Peterson serve will move forward. They were able to send brief letters home saying: Don't worry, mom and dad, our service is going fine. In a few days the lines from the soldiers will be read by the engineer of the Kolkhoz imeni Lenin in Tukumskiy Rayon, Yanis Evele, and his wife, and the workers of the Ventspils Koks Combine, Anton and Ruta Peterson.

When I was writing up these lines, clouds hung over the area of the "Neman" exercise and the rumble of nearby thunder rolled over the fields, covering the noise of the engines and even the chatter of the helicopter blades. It seemed that nature itself had resolved to do its bit for the great maneuvers.

Aims of Exercise Reviewed

Moscow IZVESTIYA in Russian 24 Jul 79 p 6

[Article by Val. Gol'tsev, special IZVESTIYA correspondent: "A Combat Test"]

[Text] The planned troop exercise has commenced in the Baltic Military District under the code name "Neman."

It would be difficult to describe the exercise. It must be seen. It must be seen in order to understand what profound knowledge of military science, operational art, experience from the Great Patriotic War, the capabilities of the equipment and weapons and the laws of modern warfare the generals and officers must show who define the missions and content of the exercise and plan and lead its course. One must also possess enviable willpower and great organizational abilities to activate the great army organism and to direct the efforts of thousands of men to a single goal.

Military service is not easy in daily troop life. But here, on the fields of the exercise, the physical and psychological stress has increased unusually both for the commanders and for the soldiers. The units and sub-units are operating under conditions which are as close as possible to actual combat. They are constantly in the field. Day and night under the open sky. And at present there is rainy or cold weather in the Baltic. The good physical conditioning and strong character which the men have acquired during service help them to overcome the difficulties.

In all the units and subunits where I happened to visit prior to the exercises, an uplifted combat mood reigns. The men burn with the desire to carry out excellently the missions set by the district command.

"We are going into the exercise," said Capt Yevgeniy Ogurtsov, commander of a motorized rifle battalion, "as if it were a crucial test. Our soldiers and officers are aware of their personal responsibility to the motherland for its security and for protecting the peaceful labor of the Soviet people. We know that the higher the skills of the Soviet Armed Forces and the greater their combat readiness, the stronger the cause of peace."

This desire, the ability to link one's military service with the efforts of our people and the Soviet government aimed at strengthening the cause of peace throughout the world are characteristic of the mood of the men.

Why are exercises such as "Neman" conducted? Certainly at the permanent quarters of the units and subunits, the men spend a great deal of time in the field, at the firing ranges, the tank driving ranges and the training centers. But there it is a question of training, and here one of testing the learned and improving the achieved. Here, in the exercise, the soldier independently carries out his mission. Here he demonstrates how well he has mastered the received knowledge, and how he employs it in a combat situation.

The "Neman" exercise is being conducted for the purpose of the field skills of the men in the subunits and units, and the teamwork of the various branches of forces is determined in the exercise. Here the motorized rifle, tank, artillery, missile and engineer units and subunits, the aviation, the rear and signal subunits and others operate jointly. Such interaction can be organized and tested out only on the scale of an exercise similar to "Neman."

Prior to the start of the exercise, extensive preparatory work was carried out. The commanders and political workers, the party and Komsomol organizations, the army propagandists and agitators explained to the men the tasks and aims of the forthcoming exercise.

Extensive work has also been done to prepare the area of the exercise for troop actions. One might point out the work done by the subunits of the engineer troops. The subunits of officers G. Loshkarev, V. Bershanskiy, V. Gladyshev and V. Medvedev particularly distinguish themselves.

The troops participating in the "Neman" exercise are divided into two opposing sides, "South" and "North." They commenced combat training actions on 23 July.

Initial Exercise Operations Described

Moscow KRASNAYA ZVEZDA in Russian 25 Jul 79 p 1

[Article by Col V. Izgarshev, Lt Col V. Moroz, Maj B. Karpov and Maj V. Semenov, special correspondents of KRASNAYA ZVEZDA: "On Land and In the Air"]

[Text] Yesterday in the area of the exercise, active combat was carried out. The "southerners," in having superiority in personnel and weapons, broke the resistance of the "northerners," and in committing the second echelons and reserves to battle in sequence, followed up on their success. The "northerners" stubbornly held onto the intermediate lines and by counterattacks, artillery firing and air strikes endeavored to repel the thrust.

The minutes of quiet before battle.... At the command post was the leader of the exercise, the commander of the Red Banner Baltic Military District, Gen Arm A. Mayorov. Also present in the area of the exercise were foreign observers invited by the Soviet side in accord with the provisions of the Concluding Act of the European Security and Cooperation Conference.

The last orders had been given. Everything around came to life, with the roar of engines and the whine of the turbines of aircraft skimming over the earth.

Both the "northerners" and "southerners" were conducting intensive air reconnaissance. A good deal of valuable information was secured by the crew consisting of military pilot first class Capt G. Onishchenko and military navigator first class Maj B. Poluektov which was conducting reconnaissance for the "southerners."

The situation in modern combat changes abruptly and suddenly. And this was also provided for by the overall plan of the exercise. In the course of the preceding combat, the initiative had been kept by the "northerners," but the "southerners," having worn down the active defenses of the "enemy," were able to bring up reserves and now from an advantageous line themselves were going over to an offensive. The predecessors of this were the bombing and missile strikes made against the battle formations of the "northerners" by the aviation. Expert skills over the battlefield were demonstrated by the pilots of the regiment under the command of Lt Col D. Lomako. These included Lt Cols Yu. Zhilionis and Yu. Frolov, and Capt S. Verkhovyykh and I. Vorotnikov. All of them are communists and high-class specialists.

The aviation of the "northerners" took to the skies. There was an intense struggle for the winning and maintaining of air superiority.

Under the cover of aviation, artillery and the subunits which had taken up positions for firing by direct laying, tanks, infantry combat vehicles and antiaircraft defense weapons were brought up to the line for going over to the attack. In the actions of the advancing troops one could feel not only the complexity of the tactical situation, the stubborn resistance of the "northerners" who skillfully used artillery and fire support helicopters, but also the bad weather conditions and the swampy nature of the terrain. Here maneuvering was risky and required flawless calculation.

Nevertheless the tank troops of the battalion commanded by Capt V. Gavrilov deployed rapidly from the approach march formations into battle formations and skillfully combined firing with movement. The personnel of this sub-unit is well trained. Around 70 percent of the drivers in the battalion are specialists first and second class.

Having detected the moving up of the main forces of the advancing troops, the "northerners" intensified the artillery fire. Combat helicopters were employed for destroying armored and other important targets. The defense in this area was held by the motorized rifle troops from one of our senior regiments. It is as old as the Soviet Armed Forces. There are several orders on its Guards Colors. During the years of the Great Patriotic War, the regiment fought courageously here, in the Baltic, and it happened to participate in the storming of the Koenigsberg and Pillau fortresses. The heirs of the military glory of the frontline men have worthily added to the heroic traditions, and have achieved many victories in the days of peacetime training. The regiment has been awarded the rotating Red Banner of the district military council for successes in military and political training and in the socialist competition.

According to the plan of the exercise, the "northerners" are to improve the art of conducting defensive combat, and are to learn to resist an "enemy" which is superior in forces, and to use any opportunity to gain time and seize the initiative. They hold on stubbornly. High command skill is demonstrated by Guards Maj V. Tishchenko who in the exercise performed the duties of the commander of a motorized rifle battalion. When the advancing troops changed the direction of the attack, in aiming the thrust against the flank, without delay he shifted additional forces here. The company commanded by Guards Capt V. Semin carried out the maneuver rapidly. During these intense moments, Guards Sr Sgts S. Sheremet and K. Protasevich and Guards Sgt V. Il'in particularly distinguished themselves. Later on we saw in the hands of the soldiers leaflets telling about the leading men of the battalion.

The intensity of combat was rising. In the battle formations of the "southerners," artillery subunits were moving behind the tanks and motorized rifle troops. Their mission was to ensure uninterrupted fire support, without delay to neutralize the newly detected "enemy" weapons, to hinder enemy maneuvers and prevent the bringing up of reserves.

One of the best batteries in the regiment is under the command of Capt M. Novikov. In the battery competitions held in the regiment prior to leaving for the "Neman" exercise, his subordinates exceeded all the standards by an average of 30 percent. The excellent training and skill are greatly of help to the artillery troops now, in the fluid situation of training combat.

In skillfully using the terrain folds, the air defense subunits move up behind the armored bank of advancing troops. At present they, certainly, are conducting mock firing against airborne targets. But the personnel of these subunits also is able to expertly use the force of their weapons under real conditions.

The aviators are searching for ways to cross the heavy air defenses. Here is the moment when the combat helicopters of the sides are operating almost simultaneously in the air. The "northerners" before counterattacking the advancing troops make an air strike against them. The "southerners" use the fire support helicopters for stopping the counterattack. The helicopters move rapidly along the ground and without entering the air defense firing zone, execute a "leap," and make surprise short-range attacks against the tanks of the "northerners." And immediately there is a deep turn and a descent. One group of combat helicopters is led by the military pilot first class, Lt Col V. Bantyukov, and the second by Lt Col K. Talanov. The exercise leader commented on the expert actions of the fliers.

In the exercise two missions are being carried out simultaneously: the cooperation of the subunits of different branches of arms is being improved, and the methods are being worked out of combating all weapons employed in combined-arms combat.

...The defense of the "northerners" was crushed. The tank and motorized rifle subunits of the "southerners" dashed into the breach. As before they were reliably protected by aviation. However the "northerners" had preserved sufficient forces for defending on other lines. Hence engagements of even greater intensity were still to come.

PHOTO CAPTIONS

1. Above. The motorized rifle troops of the platoon commanded by Guards Lt A. Pil'nikov attack.
2. Below. In accord with the provisions of the Final Act of the European Security and Cooperation Conference observers were invited to the "Neman" troop exercise from certain states which had attended the conference. In the photo: in the area of the exercise, 24 July. The leader of the exercise, the commander of the Red Banner Baltic Military District, Gen Arm A. Mayorov, among the observers from the armed forces of Belgium, Great Britain, the GDR, Denmark, the Netherlands, Norway, Poland, Finland, France, the FRG, CSSR and Sweden.

Airborne Battalion Operation Described

Moscow KRASNAYA ZVEZDA in Russian 25 Jul 79 p 1

[Article by Sr Lt A. Oleynik, special correspondent of KRASNAYA ZVEZDA: "A Wagering on Boldness"]

[Text] The fighter bombers were the first to appear over the landing area. From low altitudes using precision bomb and missile strikes they neutralized the firing points and antiaircraft weapons of the "northerners." On the horizon black plumes of explosions flashed, and the luxurious green of the coves and groves was veiled in smoke.

The crimson balls of smoke had not yet dissipated over the strike area when a powerful growing roar filled the surrounding. A detachment of military air transport was on a mission.

The red starred IL's were flying low, tearing through the lower edge of the broken clouds. They were flying in single line, carefully maintaining the set conditions of course, speed and altitude.

In observing the precise battle formation of the air caravan, I involuntarily recalled a conversation with the deputy commander of the VTA [Military Air Transport], Maj Gen Avn M. Zaika. When the question came around to dropping the landing force in the course of the "Neman" exercise from the IL-76, he explained with pride.

"The IL-76 is the flagship of the VTA. It seems that this giant turbojet was put into service quite recently, but already both the pilots and the airborne troops are fond of it. Foreign military observers saw it for the first time in operation last year in the 'Berezina' exercise. In having four reversible engines combined with powerful wing mechanization, it possesses a broad range of speeds. It is also comparatively easier for the airborne troops to jump from it. The air current catches them later than on the AN-12, and for this reason the stabilizing parachute works better and the opening shock is less."

One of the head aircraft is now flown by squadron commander Maj V. Strygin. To his credit are more than 10 years of flying. And this means thousands of flying hours and hundreds of dropped airborne parties. The dropping of personnel and cargo is the main and most labor intensive work for the transport aviators.

During these minutes particular responsibility rests on the aircraft's navigator. The designated area is covered with dense clouds, but this is no problem for the squadron navigator Capt V. Radionov. A specialist first class, he is able to bring the aircraft to the "pin point" even with zero visibility.

...The airborne battalion under the command of Guards Capt L. Arshinov had been given a difficult mission on the staff of the "southerners": to land in the rear of the "northerners" and by a surprise attack destroy the command post and disrupt troop control. The bet was placed on the rapidness of the attack, the fire power of the combat vehicles, and mainly on the skill of the winged fighters who could overcome any difficulties.

On the eve of the exercise I happened to be present among the airborne troops at a meeting of the Komsomol aktiv.

"The mood of everyone, from the officer to the pilot, is one of combat," emphasized the chief of the political department of the airborne troops, Lt Gen I. Bliznyuk, who was present at the meeting. "Open Komsomol meetings were held in the subunit, and at them the soldiers advanced the motto 'act in the 'Neman' exercise as if on the front line!'. "

The battalion commander, Guards Capt Arshinov, was an example for the ground and air fighters. A son of a frontline officer, he received good schooling in command maturity and had participated in many exercises. With good reason the regiment commander entrusted the young battalion commander with carrying out such a crucial mission.

And now the airborne conveyor had begun to work. Following Guards Capt Arshinov, the paratroopers dropped to the ground like white dots. From the skies, to the land and into combat.

The earth bristled with bursts of shells. The white cloud fired back at the ground. The landing of the airborne troops was covered by the fire support helicopters which suddenly appeared from behind a nearby hill.

Scarcely had battle died down in the landing area when the white clusters of multiparachute systems carrying equipment appeared in the sky. Combat vehicles on special platforms descended smoothly to the earth. The landed crews rushed up to them. In a few seconds the combat vehicles were moving into the attack. This is an impressive sight, the advance of a winged guard! The armored avalanche flashing with the white parachute emblems on the sides, on the move unleashed a hail of fire against the "enemy."

The gentle hill overgrown by nut trees where the staff vehicles and radios of the command post of the "northerners" were camouflaged, received the fire of the airborne troops. The surviving firing points blocked the path of the company under the command of Guards Capt A. Sotnik. Having judged the situation, the battalion commander ordered it to suppress the "enemy" antitank weapons by firing from a halt. A fire duel commenced.

During the same time, a platoon under the command of Guards Sr Lt P. Karakovskiy, having carried out a covert maneuver on the combat vehicles, attacked the "enemy" from the rear. Its efforts were supported by the remaining platoons. The success was rapidly followed up by the companies under the command of Guards Capt A. Yepaneshnikov and Guards Sr Lt R. Borisov.

...The echoes of this high-speed battle were still reverberating from where the companies dissolved in the blue haze of the horizon, but the commander of the landing party Guards Capt Arshinov already was reporting to the staff of the "southerners": "Object destroyed!"

Rear Service Support Described

Moscow SOVETSKIY PATRIOT in Russian 25 Jul 79 p 1

[Article by Col I. Dynin: "Busy Times for the Rear Services"]

[Text] Actions at the "Neman" exercise are in full swing. From the morning of 24 July, the "northern" troops made a fire attack, they broke the defenses of the "southerners," and dropped an airborne force in the "enemy" rear for following up. The units and subunits of virtually all the branches of forces were engaged. The picture of the offensive is striking in the clarity of interaction and the tactical maturity of the maneuvers.

But on the field of the commenced engagement, in a single formation with the tank troops, aviators, artillery troops and airborne troops, missions are also being carried out by those troops who are ordinarily termed rear service troops. This is the name which has come to be used for the men of the auxiliary professions. The subunits and units which they comprise operate not in battle but in the interests of battle. But the times have also made their impression on these troops. The scope of the missions carried out by them has risen by many fold, and their role has immeasurably increased.

On a vehicle in a column of powerful KrAZ'es [a type of truck], one is involuntarily struck by the squat structure with a metal roof and mounted on wheels. The structure, in spreading an aroma of strong cabbage soup, was keeping right up with the motorized rifle troops.

"Our mess makes it possible to prepare food on the march," we were told by the cook with the poetic name of Firdousi.

Pvt Agayev whose parents gave him this unusual name himself could not say why all of a sudden, when they asked who wished to become a cook he raised his hand. He liked it, and as a representative of the rear services described the importance of good food for the soldiers, and possibly a certain role was played by the fact that a few responded to the appeal as certainly a cook is no missile troop or tank troop.

But time passed. Pvt Agayev finished the training subunit, and day after day prepares soups, groats, kisels and compotes. He never feels that he selected a specialty which is not to his liking. No one feels the profession of a cook to be secondary or auxiliary, and the cook himself is not called a rear service soldier. And when he, in using not only the knowledge he gained in the subunit, but also national traditions prepared Azerbaijan-style stuffed cabbage, many of the Russian and Ukrainian fellows went up to thank him:

"Good fellow, fierce! Thank you, Agaich!"

"The exercise is difficult work," said the officer V. Tyurin, "and for this reason we have made certain that the men receive even higher-calorie food than according to the standards.

"The supplement to the diet comes from the kitchen farm. We have our own pig farm, and a hothouse has been built from whence we receive almost year-round green onion, cucumbers and even tomatoes."

They say that youth has an easy attitude toward the questions of everyday life. Army schooling teaches order, cleanliness and neatness.

Having deployed from the march, the pontoon bridge troops halted in a "front-line" forest. And immediately work started up. The trucks were drawn up in an even row. The tents were put up smartly, paths were marked off, a field Lenin room was assembled from prefabricated units, the kitchen was fenced off, and nearby a shop was set up for products. Not more than 2 hours passed, and life in the waiting area had already assumed the measure's army pace. The cooks hustled around in the kitchen. A soldier set up an improvised barber shop to the side. The volleyball players stretched a piece of camouflage netting between trees.

The army is called a school of indoctrination and courage. This is right. It can also be called a school of discipline instilling in the youth a

respect for labor. In the subunits there are no grandmothers, mothers or nurses. Everything must be done yourself, whether it is digging a ditch or peeling potatoes. And as in this exercise, you sleep in a tent or even under the open sky which methodically soaks the earth with rain.

And here is a fact which was again affirmed in "Neman" as in "Berezina," "Karpaty," "Dvina," or "Dnepr." The set up tents of the medical aid battalions, as a rule, remain empty as there are no colds or other illnesses.

"It is even shameful," said Guards Lt Iskander Galyautdinov with affected regret, "I have served for 2 years as a physician at the medical aid station, and there has been virtually no one."

But one must give due to the constant readiness of the military medics. They are constantly on guard whether it is a question of minor injuries, chafing of feet or colds. The equipment has been readied as well as the necessary medicines in the event of severe injuries. Up to 25,000 men, a great deal of equipment and weapons are involved in the exercise.

The successful conducting of the exercise requires precise work by the rear services. There must be provision for fueling, as the tanks and motor vehicles will not operate without this. The artillery troops need shells. It is a busy time for the rear service troops. This is felt particularly sharply by the deputy commander of the motor vehicle battalion, Maj Aleksandr Mironov.

"In our battalion," he says flexing his fingers, "there are fuel trucks, staff and transport vehicles, cars, ambulances, refrigerator trucks, grain carriers, more than 10 types. But we have a dependable collective."

A dependable collective! This says a lot. The drivers cover hundreds of kilometers during the day and at night, over roadless terrain, but no one complains or shirks. Everyone realizes that the exercise is a crucial one and that it should be carried out under conditions close to actual combat.

Pvt Igor' Kolbun prior to army service completed the Lutsk Model DOSAAF Motor Vehicle School with distinction, and now serves in an exemplary manner, he has become an outstanding man of the Soviet Army, he has received a sports category, and his powerful MAZ [a type of prime mover] has had no problems or breakdowns in the "Neman" exercise.

The commanders also responded favorably about Pvt Yanis Reshnya. Yanis also successfully completed the Riga DOSAAF Motor Vehicle School, he has also become an outstanding man of the Soviet Army and received the rights of a first-class driver.

"The roads are familiar," says Reshnya with a smile, "as they say it is familiar land."

A stubborn engagement is underway on the fields of the "Neman" exercise. The units of the Guards Proletarskaya Moscow-Minsk Motorized Rifle Division have driven a powerful and rapid wedge into the defenses of the "southerners." The fortified areas are being assaulted by a group of fighter bombers led by officer Yu. Frolov. Working in close cooperation with the motorized rifle troops are the combat helicopters of the squadron under the command of Lt Col A. Mashmakov.

And all of them--the pilots and tank troops, the artillery and air defense troops--respond with gratitude to the difficult work of the rear troops who are doing everything necessary to ensure the success of the exercise.

Air Support Operations Described

Riga SOVETSKAYA LATVIYA in Russian 25 Jul 79 p 3

[Article by V. Smetannikov from the region of the "Neman" exercise: "Masters of the Air"]

[Text] The fire support helicopters moved in. In developing the offensive, the "southerners" through the powerful bombers against the positions of the hypothetical "enemy." Later the heavy transports delivered a reinforced landing force to the areas where the "northerners" had taken up the defensive. And again, as in the morning, the steel arrows of the jet fighters appeared in the air. With a sound reminiscent of the deafening crack of a torn sheet, they flew very low, and the tanks and motorized rifle troops moved up to the attack line under their cover....

I have mentioned only individual instants from yesterday. But during the other hours of the "Neman" exercise, aviation truly reigned in the sky. The great speeds of the modern aircraft did not allow them to take off directly in the area of the maneuvers. They were based many scores of kilometers from the area where the "battle" was under way.

On the day before the leaders of the exercises helped a correspondent visit the fliers. The military transport delivered us directly to the required runway where the Guards Fighter Squadron X was stationed.

...No matter how intrepid the pilot of a combat aircraft is, there is one place where he shows timidity. This is at the VLK, the medical flight commission. And if the medics find in a man discrepancies from the required health standards, he is not permitted to fly. Each year Maj Anatoliy Levchenko travels to the strict court of the VLK. And each time he returns to his home airfield in a good mood as everything is fine with his health. And everything is also fine with his daily combat work.

"I cannot imagine my life without flying," Anatoliy admitted. "I dreamed of becoming a pilot even in the sixth grade. Even now my idols are Chkalov, Gagarin, Kozhedub and Pokryshkin. Some persons have said that over the

years the pilots lose their feeling for the romance of the skies. I do not know but I have been flying for some years but the feeling of exhaltation has never left me when I take off. Nor do I have any less desire to achieve new heights in skill and to master the most modern fighters."

At the squadron command post the eye is immediately struck by a fresh poster proclaiming: "Aviators! Fight for an excellent result of each day in the 'Neman' exercises!" The aces of this subunit were guided by precisely this principle during the years of the Great Patriotic War. And in the squadron I was acquainted with some striking statistics. During the war the unit of which the squadron was then a part made 9,129 combat sorties. The pilots conducted 1,100 dogfights, and eight of the pilots became Heroes of the Soviet Union. This was the result of the victorious May of 1949, when the thousands of kilometers from the banks of the Volga to Berlin itself had passed under the steel wings of the unit. And at present each pilot with enthusiasm has received the words addressed to the participants of the "Neman" exercise by the veterans presently living in the Baltic, including the Riga residents Heroes of the Soviet Union Capt V. Opolev, Ye. Yeryshev, and others.

"Show in deeds what you have learned during the days of intense summer training on the fields and firing ranges, and the tank driving ranges. Act as if you were on the front, as if in real combat."

...In the hall were the flight commanders, pilots and the representatives of the various technical and auxiliary services. The tasks related to the "Neman" program were being outlined. The personnel of the squadron listened closely to officer Vladimir Pavlovich Ivannikov:

"We must cover the troops of the rear and the front against the 'enemy' aviation, and win complete air superiority. And we must be as attentive as possible. In any instance, even in a difficult situation, we must reach the target precisely...."

But who was sitting in the hall now? Let me give several excerpts from the glory leaflets which were must published in the squadron.

The first of them was dedicated to Engr Capt Yurii Bernovskiy who during his long service has been involved with aircraft maintenance. And ultimately he is responsible for the safety of the pilots. But in the given instance the officer had distinguished himself in another area: "Yuriy Bernovskiy for 3 years has directed the Marxist-Leninist study group. He well understands that he is leading a crucial and very essential area of work, and for this reason carries out the work assigned him with all responsibility. The motto of Yuriy Bernovskiy is to constantly learn and to teach others to be a passionate propagandist of the great ideas of the Leninist party." And here is an excerpt from the second glory leaflet: "Guards Capt Anatoliy Smirnov is known in the squadron as an attentive and responsive officer. In terms of the results of the socialist competition,

his flight has been repeatedly recognized as the best. He teaches his comrades to strongly reinforce what has been achieved, to move from success to success, and to master the procedures and rules for conducting combat."

Of course military exercises are not a war, no matter how difficult and complicated they may be. But here each person is taking an examination for strength of character, for endurance, and for a readiness to engage fully armed. Communist Anatoliy Levchenko does not know what war is. He was born in Volgogradskaya Oblast 2 years after victory. And he does not want the fiery pestilence to descend again on our land. This pilot during all his years of service has not committed a single error in the air. For his 32 years he is considered one of the best in the squadron. This is why all the other pilots try to equal him in preparing for "Neman."

Yes, a true pilot cannot conceive of life without the skies. But also neither without the ground. The ground from whence he has set course into the bottomless limits of the blue dome. And now when the fighter of A. Levchenko flies past us in a low-altitude flight, of course his wife is concerned for Anatoliy at home. Nina Nikolayevna impatiently awaits his return as do their three sons. Incidentally the 12-year-old Vyacheslav and 10-year-old Aleksandr are already firmly resolved to become pilots. Denis has still not learned to dream as he is just 1 year old. But he certainly will. And if not a pilot, then he will become a physician or an engineer, a machinist or agronomist. Your father is protecting you to grow up peacefully, little fellow. He is a master of the air.

...The "Neman" exercise is gathering strength, covering ever new areas of territory designated by the USSR Ministry of Defense prior to the maneuvers. Under the provisions of the Concluding Act of the European Security and Cooperation Conference, observers from the participating states at Helsinki have been invited to the exercises. With unflagging attention they follow the actions of the Soviet soldiers and officers representing various branches of forces.

It has been planned that tomorrow a duel should be initiated between the tank groups of the "southerners" and "northerners." Ahead is the Neman River which the heroes of the Great Patriotic War in fierce battles crossed precisely 35 years ago in driving the Nazi hordes out of the concrete fortifications of East Prussia.

Third Day Action Described

Vil'nyus SOVETSKAYA LITVA in Russian 25 Jul 79 p 3

[Article by Z. Borisas: "Acting As If On the Front!"]

[Text] The mock battles have been underway for 3 days. During the previous days the "northerners" pressed home the attack and were able to achieve the lines designated by their command. However, the "southerners,"

in putting up stubborn resistance, were able to bring up reinforcements, they conducted several bold counterattacks, and gradually began to seize the initiative.

Above the field where the "engagement" had developed yesterday there was a continuing roar and one could hear the explosions of grenades and shells as the "southerners" prepared for the offensive. The actions of the motorized rifle and tank subdivisions were supported by the fighter aviation. And the powerful fire combers attacked the second echelons of the "northerners," and this helped to push home the attack after the "southerners" had broken through the forward edge of the "enemy." A fighter bomber flashed by over the forest making a steep bank. The missile attack hit important "northern" installations and this was reported to the command by the "southern" reconnaissance. The first-class pilot, communist Yuozas Zhelinskas precisely hit the target.

The tank battalion of officer V. Gavrilov moved in for the attack. The evening before we had been in the subunit and spoken with the men. Their mood before battle was good, and the soldiers impatiently awaited the forthcoming engagement. And we witnessed a scene found in the books dealing with the Great Patriotic War. Such instances are well recalled from their frontline youth by the veterans of the battle for the motherland. On the edge of the forest Pfc Antanas Uchyanskas was exchanging addresses with his comrade T. Akopyan.

"Well, fellows, are you excited before battle?" said the company commander V. Filippov in the same crew to the young men.

"A little!" said Antanas. "You mean the address?" and guessing what the commander meant, continued: "Tigran just received a letter from home, and was telling about his homeland Armenia. We have decided to visit each other after service."

And on the morning of the following day, this close-knit international crew acted efficiently, clearly and confidently in carrying out the combat training mission.

The famous Proletarskaya Moscow-Minsk Division is also participating in the banner. On its colors are five orders. During the years of the Great Patriotic War soldiers from this formation covered themselves with undying glory. Many of them distinguished themselves in crossing the Neman and in the liberation of Alitus. And the heirs of the military glory of this formation, today's soldiers, are worthily continuing the military feats of the older generation. In "Neman" they are acting just as boldly and decisively as their fathers and grandfathers did 35 years ago on the Neman.

The best crews of the infantry combat vehicles (BMP) of Guards Jr Sgt V. Kudin and A. Borovnin skillfully maneuver on the battlefield, detect the "enemy" firing positions and neutralize them. In skipping ahead, we would

point out that after the battle the pennant of the best driver was presented to Guards Pvt T. Stetskis. Incidentally, the entire company in which our countryman is serving carried out its missions well.

...Unexpectedly the sounds of battle could be heard in the rear of the "northerners." As was learned, the command of the "southerners" for assisting their advancing subunits, had dropped a tactical airborne group deep in the "enemy" defenses. The "blue berets" were given the mission of attacking important installations of the "northerners," and disrupting troop control. The first airborne groups entered battle without a halt. And over the forest air transports appeared at this time carrying the basic personnel and equipment. Beneath an overcast sky strewn with dark grey clouds, the basic landing force of the "southerners" appeared over the battle formations of the "northerners."

Equipment and airborne combat vehicles (BMD) descended from the aircraft in parachute clusters. The purpose and capabilities of the parachute clusters are vast and they are capable of delivering freight of varying weight to the required point.

"The airborne troops are excellent schooling for courage and physical harmony," said Pvt Yuozas Duseynis on the eve of the battle. "For we must not only have an expert knowledge of the weapons, but also master parachuting and self-defense.... In brief, we are the 'knights of many qualities'."

And these qualities were well demonstrated by our countryman, a former worker at the Vil'nyus Leliya Factory, in the exercise. The commander commended him for decisiveness and resourcefulness shown in such a crucial testing.

...In making use of the terrain and in skillfully maneuvering the reserves, the "northerners" in a number of places had endeavored to counterattack, and were able to pull back their units from the forward edge to prepared positions. But the strength of their resistance was weakening. And tomorrow was another battle. The duel would begin again. And victory would be on the side of the one not with stronger and better equipment, but rather the one who had better mastered military skills and on whose side was high morale.

Meeting Engagement Described

Moscow KRASNAYA ZVEZDA in Russian 26 Jul 79 p 1

[Article by Lt Col V. Moroz and Maj B. Karpov, special correspondents of KRASNAYA ZVEZDA: "The 'Southerners' Press Home the Attack"]

[Text] The "southerners," having broken through the defenses of the "northerners," during the night committed a portion of the forces from the second echelons and the reserves to battle. They are increasing the pace of the offensive.

The "northerners," by air strikes, by artillery firing and by stubborn resistance from the tank and motorized rifle subunits, in meeting battles are endeavoring to hold up the advancing troops and not let them reach the Neman.

The forces of the sides are approximately equal. Each is endeavoring to achieve its aims by an offensive. A situation characteristic for modern action: a meeting battle starts up.

We were observing its course from the battle formations of two opposing subunits: a tank-reinforced motorized rifle battalion of "southerners" under the command of Sr Lt V. Susikov, and a tank battalion of the "northerners" under the command of Guards Lt Col V. Pomortsev.

A meeting battle is started up, as a rule, by the security subunits which use data from the forward reconnaissance. But even before fierce duels developed in the skies. That was the situation yesterday. Under difficult weather conditions, the fighters fought to achieve air superiority. The fighter bomber aviation, in crossing the air defenses, made strikes against the troops which were moving up and their weapons.

And here on the field over which aircraft flashed like silver lightening, the reconnaissance vehicles of the sides appeared followed by the points. Having detected the "enemy," they endeavored to deploy and take up natural cover. The booming rounds of the tank guns intermingled with the roar of the jet turbines. The firing duel was being conducted at maximum ranges. The subunits came closer together in bursts, endeavoring to acquire more reconnaissance data, to deprive the "enemy" of freedom of action, and to provide an opportunity for the main forces to be committed to battle on an advantageous line.

The artillery opened fire. The "southerners" were the first to begin the artillery attack against the "enemy" subunits which were moving up from the rear. The artillery troops of the battery commanded by Capt V. Yamatin fought boldly. The battery carries the title of outstanding.

The subunits deploying for battle were reliably covered by the air defense troops under the command of Lt S. Chaykovskiy.

At the center of the battle formation of the "southerners" were the motorized rifle troops of the company headed by the communist Sr Lt L. Chikin. The company is one of the best in the regiment, and during the "Neman" exercise carried out all the missions in an exemplary manner.

The inception of the battle developed badly for the "northerners." The battalion commander, Guards Lt Col Pomortsev, by decisive measures endeavored to rectify the situation and seize the initiative. He directed the companies under the command of Guards Capt A. Osipov and Guards Sr Lt

A. Zherikov to the flank of the battle formation of the "southerners." The tanks in a horseshoe formation crossed a brush-covered meadow in conducting intensive flank firing. The artillery troops of the subunit under the command of Maj V. Balyasov gained an opportunity to take up advantageous positions and open defensive fire.

The regimental commander was satisfied with the actions of the subordinates of Guards Lt Col Pomortsev. The battalion looked efficient and easily controllable.

Later Guards Lt Col Pomortsev particularly commended the crew of Guards Sr Sgt N. Artamonov. We feel that this praise will bring joy to the frontline veteran Yevgeniy Alekseyevich Artamonov who lives in Kolomna. His younger son is carrying out his military duty just as worthily as the three older ones who have already served in the army.

Events changed with exceptional speed. The subunits of the sides had scarcely deployed into a line when fire support helicopters appeared from behind a grove. Rapid and maneuvering effectively, they moved just above the ground, firing accurately at the armored targets of the "southerners," creating breaches in their battle formations and disrupting control and co-operation. The "southerners" undertook countermeasures, in using their own helicopters just as effectively. Several helicopters with powerful weapons on board were operating simultaneously over the battlefield. Modern combat would be difficult to imagine without their extensive use.

The "northerners" were forced to commit fresh forces brought up from the rear to the battle. They were used effectively and intelligently. However they did not succeed in altering the situation. It could be felt that the "southerners" had already kept the initiative for a long time. In possessing great reserves, they both here and in other areas imposed their will on the "enemy," and forced it back to the Neman.

The commanders of each of the sides demonstrated high tactical capability, strong organizational skills and firm will. Distinguished for their maturity were the decisions of the commander of the tank regiment Lt V. Zavertalenko, the commander of the air defense battery Capt S. Bondarenko, and the captain of the motorized rifle platoon Lt A. Prokop'yev. High praise was also given to the actions of many other young officers and company and platoon level commanders for whom the "Neman" exercise was both a testing and school of professional mastery.

The events of the past day convincingly affirmed the high field and air skills of the troops, and their ability to precisely cooperate and make maximum use of the combat capabilities of the first-rate equipment and weapons and the arsenal of modern equipment.

At the dawn of 25 July, the forward subunits of the "southerners," in breaking through the screens and skirting individual "enemy" centers of resistance, drove toward the Neman.

PHOTO CAPTIONS

1. Above. Pilots from the squadron under the command of Lt Col Yu. Frolov, having been given the combat mission, dash to the aircraft.
2. On the right. The missile subdivision commanded by Sr Lt A. Glushkov changes firing position.
3. Below left. The airborne guardsmen enter battle.
4. Below right. Deputy commander of a tank battalion for political affairs, Maj V. Gur'yev, talks with the tank troops.

Close Air Support Operation

Moscow KRASNAYA ZVEZDA in Russian 26 Jul 79 p 1

[Article by Col V. Izgarshev, special correspondent of KRASNAYA ZVEZDA: "With the First Attack, By the First Missile"]

[Text] The aviation of both sides has taken an active part in the exercise. The "southerners," having created a numerical superiority, have not ceded air superiority.

Now over the battlefield there appears a group of "southern" fighters within which is the outstanding flight of first class aviators. It is under the command of military pilot first class, the communist Guards Capt Aleksandr Zarechnev. The fighters decisively and boldly engage the aviation subunit of the "northerners." At another altitude, an air battle is conducted by a two-plane fighter element consisting of Capt V. Kon'kov and Sr Lt S. Golushkov.

Speed, maneuvering and rapid missile strikes. The "southern" fighters skillfully disrupt the combat plans of the "northern" aviation which endeavors to make crushing bomb and assault strikes at the tank and motorized rifle subunits of the advancing side.

In turn the commander of the ground forces of the "southerners" gives the fighter bomber and bomber aviation the mission of attacking the "northern" tank subunits which are moving up for counterattacks.

At the airfield where the air forces of the "southerners" are based, the order for take-off is received.

Six fighter bombers led by the deputy squadron commander, military pilot first class and communist, Capt Aleksandr Simonenko, having assembled behind the clouds, at the time precisely designated by the commander reaches the target. A powerful missile strike is made against the "northern" tank column on the first attack. The aircraft, having executed an antiaircraft

fire maneuver, take cover in the clouds. There follows another attack, but against different targets. And again there is the powerful precise strike.

Flying far above the forest are six bombers led by the commander of the leading squadron, military pilot first class and member of the CPSU, Maj Yuriy Ruban. The navigator on the missile-carrying aircraft is the military pilot first class, Lt Col Anatoliy Yefremenkov. Two days previously his comrades congratulated him on the occasion of his regular promotion in rank. The navigator in response promised to serve excellently in the exercise. He has kept his word. The first bomb dropped by him hit the target. The remaining bombers followed the example of the leading crew.

The military pilots have an inflexible challenging motto of hitting the target with the first missile, the first bomb, and first shell and the first attack. They learn this in the course of daily training. And they demonstrate this in the exercise.

The meeting battle grows ever more fierce on the ground. Regardless of the "losses," the "northerners" continue to put up stubborn resistance. The commander of the "southerners" calls in the fire support helicopters. As on the previous day, the helicopter pilots act boldly and decisively. Their fire against the "enemy" tanks significantly helps to press home the offensive by the "southern" subunits.

At the political information room which has been set up in the take-off hut at the airfield where the crews of the fighter bombers and bombers are based at this time, combat leaflets and express leaflets have been hung up devoted to the masters of bomb and missile strikes. Amateur military performers from the "Blue Wings" Ensemble who have arrived on the agitation helicopter in the area of the "Neman" exercise perform gay dances in honor of the outstanding aviators and sing their favorite songs upon request.

"Party political work in the aviation subunits participating in the exercise," said the chief of the aviation political department of the Baltic Military District, Maj Gen Avn I. Zhabin, "is carried out continuously, and many effective forms are used in it. It mobilizes the aviators to successfully carry out the missions set by the command."

Ahead are new battles and new flights.

PHOTO CAPTION

1. In the area of the "Neman" exercise. A tank attack.

Multinational Composition of Combat Crews

Moscow IZVESTIYA in Russian 26 Jul 79 p 6

[Article by Val. Gol'tsev, special IZVESTIYA correspondent: "Strong in Friendship"]

[Text] In a swampy copse, after the heavy and continuous rains, there was sitting an infantry combat vehicle [BMP] huddled in an old ditch. From the open hatch a man appeared to waist level in black overalls, and he looked through his binoculars to the terrain ahead covered by shell holes.

The officer accompanying the correspondents, went up to the vehicle and asked:

"What mission are you carrying out, commander?"

The soldier replied properly:

"Sgt Zhyamaytis, commander of the head BMP. I am on battle outposts."

During the period of the First World and Civil wars, the infantry entered an assembly area by marches, either ordinary or forced, and formed up along the attack line in rushes or even in solid walls. But this involved great casualties. During the years of the Great Patriotic War, the infantry was moved often to the place of battle on motor vehicles. Today's motorized rifle units possess enormous mobility. The subunits mounted on the BMP are mobile and dependably protected against enemy fire. The BMP is a modern combat chariot. In it the crew can rapidly make long moves, and travel rapidly over the battlefield. And the reliable armor protects the men inside the vehicle against bullets and shrapnel as well as artillery shells. The crew up to the attack line sits behind the cover of armor. And only with the rush and the battle cry "hurrah!" does the landing party of the vehicle dismount and attacks the entrenched enemy with automatic fire, grenades and bayonettes.

And this light, mobile armored fortress is under the control of Sgt Zhyamaytis, a son of the Lithuanian people. He willingly tells about the crew of his vehicle:

"In my crew, as in the Supreme Soviet, all nationalities are represented. Judge for yourselves. Myself, the commander, is a Lithuanian. The gunner, our main firing force, Berdikulov, is a Kazakh, and the driver Mirzayev is an Uzbek. The sniper of the crew, Karasev, is a Russian, and the grenade launcher Narkuzev is an Uzbek. They are close and dependable comrades. All of them are outstanding men in military and political training and Komsomol members. Friendship helps us greatly in army life and in carrying out the obligations assumed for the exercise. The crew of our vehicle is considered the best in the platoon, and the platoon is the best in the company. And the company is in first place for combat training in the regiment. All of this is due to friendship and it is the basis of everything. No one leaves the garage until the vehicle is in an exemplary condition, although its maintenance is the duty of the driver. No one leaves the classroom until each person can carry out the assignments of the training day with a grade of 'good' or 'excellent.' And we spend all our free time like a single family. We go to the movies together, and we collectively discuss the books we have read and news from the homeland."

Sgt Zhyamaytis has a secondary education. And all the men of his crew also have certificates for completing 10th grade. And all of them have several commendations from the commander for good discipline and for achievements in military work.

About the exercise Sgt Zhyamaytis says with involvement:

"Here we are learning something, and there is a lot of modern equipment. It is a great honor for us, the young soldiers, to participate in such an exercise as 'Neman,' and we endeavor to justify this honor."

The "Neman" exercise is continuing to develop at an increasing pace. The subunits of all the branches of forces show high rates of advance in combat. Particularly impressive are the actions of the aviation of the opposing sides. Regardless of the difficult weather situation, the pilots take an active part in all areas of the exercise, demonstrating high piloting skills.

On 25 July, the "southern" subunits, having broken the resistance of the "northerners" on the intermediate lines of their defense, rushed ahead, trying to reach operational scope. The "northerners," having set as their aim the stopping of the enemy and the seizing of initiative from it, brought up fresh forces to the combat area. And these were immediately committed to battle without a halt. Meeting battles developed which were unexpected and fast-moving. It was obvious to anyone observing the fierce engagements that the commanders of the motorized rifle subunits as well as the tank and artillery troops of the Baltic Military District understood the nature of this most complicated type of modern combat, they had a good knowledge of its strict laws, and were able by skillful actions to be victorious.

PHOTO CAPTIONS

1. Above. The driver of the BMP G. Khayretdinov.
2. Below. Outstanding men of military and political training, the Komsomol members Sr Sgt A. Nazarov, Sgt L. Shcherba and Pvt Sh. Kurambayev.

Troop Actions in Meeting Engagement

Moscow TRUD in Russian 26 Jul 79 p 3

[Article by Yu. Dmitriyev, special TRUD correspondent from the Red Banner Baltic Military District: "A Meeting Battle"]

[Text] It rained all night. The roads and forest tracks had become soggy. But the combat which developed over great expanse did not stop at night. The "southerners," in committing their second echelons and reserves, endeavored to pick up the pace of the offensive. And the troops on the defensive endeavored to stop the fiery barrage by air strikes, artillery fire, by stubborn resistance from the tank and motorized rifle subunits and by counterattacks.

Yesterday we witnessed the most complicated, the most acute and fierce type of duel, a meeting battle. In such battle the success is determined in minutes. Having been the first to open fire, in anticipating the enemy in the attack, to push home the attack, to move forward boldly. Victory is on your side.

The ability to act in precisely this manner had to be demonstrated by Sr Lt Viktor Susikov who on just the day before had been given command of the motorized rifle battalion. Since his childhood a love for the military profession had been instilled in him by his frontline father who in 1944 liberated the Baltic.

...The reconnaissance vehicles of the battalion discovered enemy reconnaissance at dawn. And soon the points of both sides met up. Susikov's battalion was opposed by the tank battalion of Guards Lt Col Vladimir Pomortsev.

...Above the battlefield again there was the roar of turbines, and in diving from the low clouds, the fighter bombers called in by radio from nearby air-fields attacked. Aviation is capable of supporting even a separate battalion no matter where it might be. The aircraft came in so low over our watch tower that it seemed that they would touch the green tops of a young spruce. But the pilot's hands were firm. Their skill is honed fine. One of the aircraft was piloted by the experienced squadron commander, Lt Col Yuriy Frolov. He is a master of the most unexpected and accurate attacks. Flying in formation with him were several flights, including the crews of Capts Sergey Verkhovykh and Ivan Vorotnikov. We must also mention those persons who prepared for these crucial flights on the ground, that is, the group of technicians and aviation specialists under the leadership of the squadron engineer, Maj Aleksandr Lebedev. The group was covered by supersonic fighters under the command of the military pilot first class, Guards Maj Vyacheslav Savelenko.

...In using the air support, the battalion commander V. Susikov was able to correctly select the direction of the main strike. Here he threw the tank troops from the company of Vladimir Zavertaylenko. The attacking troops were given strong fire support by the artillery troops of the outstanding battery under the command of Capt Vladimir Yamamatin. And as always, the intrepid crews of the self-propelled antiaircraft guns were near the tank and motorized rifle troops.

It was a sea of fire and smoke from the exploding shells and bombs, there was the dry crack of automatic and machine gun bursts, and fiery traces drawn in by antitank rockets.... The "southerners" were dashing forward endeavoring to reach the banks of the Neman.

Yesterday the names of the first heroes of the battles became known. The leader of the "Neman" exercise, the district commander Gen Arm A. M. Mayorov awarded valuable gifts to the battalion commander Guards Capt Leonid Arshinov and his deputies Guards Capts Nikolay Vasil'yev and Aleksandr Baryshnikov

for intrepidity and skill in landing an airborne force. A commendation was announced to all the personnel of the battalion after the landing, directly on the battlefield.

Water Crossing Described

Moscow KRASNAYA ZVEZDA in Russian 27 Jul 79 p 1

[Article by Lt Col V. Moroz and Maj B. Karpov, special correspondents of KRASNAYA ZVEZDA: "On the Water Boundary"]

[Text] Having achieved success in the meeting battle, the "southerners" continued to squeeze the "enemy." Their forward subunits had reached the Neman and crossed it without halting. Having seized a bridgehead on the opposite bank, they supported the crossing of the water obstacle by the main forces. The storming of the Neman became the central event of the previous day.

After the heavy July rains, the Neman was higher. And incidentally even without this it would have been a serious obstacle for the troops. Moreover, the "southerners" had to carry out the crossing under the conditions of active "enemy" resistance.

The command post of the exercise leader was moved closer to the Neman. And the foreign observers were also here, in the area of the crossing.

Both sides were conducting active air reconnaissance. The scouts from the "southern" squadron under the command of military pilot first class, Lt Col B. Marchenko, acted skillfully in the sky. Under difficult weather conditions, the crews gained valuable information.

The "northerners" organized the fire plan in such a manner that it was possible to fire from the front and the flanks not only on the water surface but also on the distant approaches to the river. The strongpoints were well equipped in engineering terms. Pressed against the Neman and forced to defend themselves, the "northerners" endeavored to check the "enemy" precisely here, on the water boundary, and deal it a defeat.

Under an air cover, in skillfully utilizing the terrain folds and the natural covers, the "southern" reconnaissance subunits moved up to the river. Their mission was to detect the "enemy" fire plan, to locate the intervals and laps in its defenses, and provide exhaustive data on the nature of the terrain in the area of the crossing. It was not easy to acquire this information. Only individual reconnaissance vehicles had made their way across to the opposite bank. In supporting them and in securing the crossing of the river by the approaching forward subunits, the "southerners" intensified artillery firing against the strongpoints of the "northerners" located on the bank and in depth. Important targets were accurately covered by the

artillery troops of the battalion under the command of Capt V. Kiselev. On the right and left the positions of the defending troops were attacked by combat helicopters.

The firing intensified with each passing moment. The tanks were moving up to the river. Having occupied natural covers, the crews from the battalion commanded by Capt Ye. Shemenev destroyed the "enemy" weapons by direct laying. The explosions on the opposite bank became ever thicker. The "southerners" were intensifying their efforts as transport helicopters were skimming along the surface of the earth, carrying a landing force across the Neman.

At this very moment the first wave of infantry combat vehicles [BMP] headed rapidly for the river. Quick and maneuverable, they literally jumped into the water, firing while crossing from the cannons and machine guns. The battalion commander, Guards Maj V. Drizhuk, firmly controlled his subordinates. When a dangerous "enemy" gun emplacement became active on the left flank, the battalion commander instantaneously focused the fire of several vehicles on it.

In the first wave the river was crossed by the company under the command of Guards Sr Lt A. Kasymov. More than 70 percent of the drivers and gunners in the subunit are outstanding men in training and high-class specialists. The company is the best in the formation. The stability of its successes can be explained by many things. Here one must consider the educational skill of the young officer and the ability to mobilize the Komsomol organization to carry out the main tasks. But, in speaking with us before the crossing, the battalion commander particularly pointed out Kasymov's skill in individual work with the men. Several days before the start of the exercise, the company commander, for example, made certain that each soldier and sergeant had written a letter home. The parents knew that the exercise would be carried out where their sons were serving, and that in the training battles the soldier would undergo serious testing. Let a few lines from their son reassure them....

And one other detail characterizing the mood with which the company personnel started off for the exercise. Literally in the last hours before leaving for the field, the commander acquainted the crews with a rationalization proposal of Guards Capt A. Khorin, the introduction of which made it possible to reduce the time for installing the track belts. Actually there was no time for manufacturing such devices, but still Guards Sr Lt Kasymov was amazed to see on the march that each crew had in some way managed to incorporate the innovation in its gear. And this is what a feeling of responsibility for combat readiness means!

The second wave of attackers was approaching the river. The crossing equipment was put into service, and this was capable of delivering tanks and artillery to the opposite shore. The assault crossing company under the command of Sr Lt V. Snetkov worked efficiently. The young officer had recently been appointed to the position of company commander, but he was successfully

passing the test. A competition developed between the crews of the amphibious transports for the rotating pennant imeni N. Fenomenov. The Hero of Socialist Labor and Honored Construction Worker of the RSFSR, Nikolay Alekseyevich Fenomenov, was a fellow soldier. Having lost both hands during the war years, this courageous man became a famous subway builder. After personal acquaintance with him, the sappers established a pennant in the subunit.

The bridgehead on the other side of the river was growing wider. Tanks were crossing the Neman on ferries. The pontoon troops headed by Sr Lt V. Babak worked skillfully with the tank crews. Now an entire platoon of armored vehicles was on the bridgehead.

In watching the crossing, again and again one's thoughts turned to how high must be the skills of those who work in the crossing, who load heavy vehicles on the ferries, and how coordinated must be the actions of the men of the most diverse combat specialties. Is the present crossing similar to the crossing of water obstacles during the years of the Great Patriotic War? We asked this question of Lt Gen I. Kibal' who was part of the exercise leadership. During the war years for courage shown in crossing the Dnepr, he had been awarded the title of Hero of the Soviet Union.

"A great deal on the river is reminiscent of a frontline situation," said the lieutenant general. "I see the familiar decisiveness and readiness for self-sacrificing actions. But one must also note the differences. They are profound and essential differences. Many new crossing devices have appeared, and their mobility has risen. But the main thing is the amphibious combat vehicles carrying powerful weapons. The crossing is more massive, rapid and unrestrainable. The Neman which is a rather major obstacle was crossed in a time which only could have been dreamed of during the war years. Here, understandably, one can see not only the improvement in the equipment but also the skill of the personnel."

The battle was moving further beyond the river. The "southerners" were continuing the offensive. It was learned that the exercise leader had commended the men who had particularly distinguished themselves on the river line. These include the communists Guards Sr Lt A. Kasymov, Sr Lt G. Tupikov, and the Komsomol members Sr Sgt V. Kondakov and Pvt A. Kuznetsov.

The crossing of the Neman became a vivid demonstration of the high teamwork of the units and subunits and the ability of the personnel to skillfully employ the equipment and weapons in modern combat.

PHOTO CAPTIONS

1. Above. Men of the assault crossing company under the command of Sr Lt V. Snetkov on tracked self-propelled ferries transport across the Neman the tank troops of the company under the command of Sr Lt B. Suvorov.

2. Below Men of the signals company under the command of Guards Sr Lt O. left. Balabin at work.
3. Below The assault guardsmen of the subunit under the command of Guards right Lt A. Bystrov operating in the "enemy" rear.

Party Members Praised

Moscow KRASNAYA ZVEZDA in Russian 27 Jul 79 p 1

[Article by Maj V. Semenov, special correspondent of KRASNAYA ZVEZDA: "By a Personal Example"]

[Text] The exercises have convincingly shown the high professional and moral qualities of the communist soldiers and their desire to always be at the focus of the attack, where the success of combat is determined.

...The fighter bomber was already making its run along the runway when the pilot felt a blow against the aircraft's fuselage. It was later ascertained that a bird had fallen into the air intake. As a result the engine was damaged and it had to be immediately replaced.

The chief of the TECh [maintenance unit] group, the secretary of the party organization, Capt Tech Serv G. Marder assembled his subordinates.

"It is no complicated matter. The aircraft should be ready by dawn."

He was silent a minute and then added:

"Consider, comrades, that this is a party assignment...."

Sr Lt Tech Serv. A. Koroteyev, WO ["praporshchik"] I. Shvets, and other communists responded earnestly to the appeal of the secretary. They worked sparing no effort and surpassed the usual repair times. And of course, working next to the men was officer G. Marder. By the start of operations the missile carrying aircraft was ready to take off. At the required moment, the military pilot Capt V. Belousov lifted it into the skies....

Before the battle I happened to attend a party meeting in a motorized rifle unit. As if in actual combat it was brief. They spoke about the main thing. I recall what Maj D. Kovbasa, Capt V. Kharlamov and other comrades said. They spoke of a communist's duty to be the first in combat.

And later, when the earth shook from artillery explosions and the motorized rifle troops moved forward, one could see for oneself that the communists of the regiment were loyal to their word.

Training combat is just training combat. However it does require maximum physical stress from a person, and the psychological stresses are also very

great. And for young soldiers it is very important if in difficult situations there is always nearby an experienced serviceman, a comrade who is ready to give a hand and assume the most difficult assignment. As a rule, the communists were such people in the course of battle. They were in the front ranks of the attackers. They led their comrades. The motorized rifle troops carried out the set mission decisively, responsibly and efficiently.

The example of the communists in combat was particularly attractive. And it is not surprising that in the political reports from the units, the names of Komsomol members were mentioned often along with the names of the members and candidate members of the CPSU. "Pvt A. Shulepov at a crucial moment in a maximum short time was able to eliminate a malfunction on a command vehicle, and this contributed to the success of the subunit in combat." "Jr Sgt A. Shpakovskiy in order to attach a towing cable to a tank stuck in the river several times dove under the water...."

The lines of the political reports are terse, but in them one can feel the fervent breath of combat and the high morale of the soldiers involved in the "Neman" exercise. It is that morale which the communists instill in the battle formations by their personal example.

Action During River Crossing

Moscow TRUD in Russian 27 Jul 79 p 3

[Article by Yu. Dmitriyev, special TRUD correspondent from the Red Banner Baltic Military District: "The Crossing"]

[Text] An early morning, overcast and rainy. The Neman was quiet and its steep, brush-covered banks were still. But then the air was cut by the roar of a rocket. In attacking from different directions, the fighter bombers were striking important objectives on the bank of the "northerners." For pushing home the attack, the "southerners" were intensifying artillery fire against the strongpoints located on the bank and in depth. Combat helicopters appeared in the sky. We watched the tanks move up and open fire with direct laying.

A line of motorized rifle troops moved up. On the infantry combat vehicles [BMP], in firing on the move, they moved rapidly toward the bank. The first to reach the river were the men in the platoon commanded by Sgt Boris Khabayev who was taking over for the officer. The platoon captured a bridge-head and the sergeant immediately radioed this to the command. The battalion commander, Guards Maj Viktor Drizhuk, on a broad front threw into battle his own and the attached forces including the motorized rifle company of Guards Sr Lt Alibek Kasymov, the tank company of Guards Sr Lt Boris Suvorov, and an artillery subunit under the command of Guards Capt Valeriy Shvets.

Under heavy fire from the "northerners," the BMP with the personnel rapidly approached the water. And now they were already moving across the river.

Of course it took great boldness and cool headedness to throw oneself into the clutches of the water without halting and in a heavy vehicle. It also required outstanding physical and psychological conditioning.

The crossing was assuming ever greater scope. The crossing assault, ferry and pontoon bridge subunits were approaching the river. The amphibious transports with mortars and their crews loaded on them were moving across the river.

...The battle moved off to the north. Now favorable conditions were created for the main forces of the "southerners" to cross the Nemman.

...As soon as the crossing was over, our correspondent asked the leader of the exercises, the district command Gen Arm A. M. Mayorov, to comment on the course of the exercises. He said:

"You have seen just one of the most interesting episodes of the exercise. As a whole one can say of the exercise that it is being carried out in an organized manner. It is good schooling for testing what has been mastered and improving what has been achieved. We have succeeded rather fully in working through the questions of cooperation among the various branches of troops in the dynamics of modern, intense combined-arms combat."

Combat Actions of Exercise Described

Moscow PRAVDA in Russian 28 Jul 79 p 6

[Article by P. Studenikin and D. Shnyukas, special PRAVDA correspondents: "Over the Nemman"]

[Text] In the evenings and morning hours ordinarily birds sing over the Nemman, but in the last few days they could not be heard. In the symphony of ground combat there was the whistle and roar of the fighter bombers and the chatter of helicopters. Continuously, wave after wave, the aviation of the "southerners" made powerful strikes against the defenses of the "northerners" who had dug in on the right bank of the river.

The battle for the Nemman commenced even at the distant approaches, when the command of the "southerners" committed the reserves to the attack.

For several days the men in the motorized rifle battalion of the "southerners" under the command of Sr Lt V. Susikov had not closed their eyes. "Like a rock on the defensive and like a whirlwind on the attack," was how he described his men with pride and zest. Sr Lt V. Susikov comes from a military family. His father, Aleksandr Ivanovich, in 1944 fought here, on the Nemman. His brothers Aleksandr and Yuri are also officers.

"A chip off the old military block, bold. When need be, energetic and daring," was how the commander described the senior lieutenant. Possibly for

precisely this reason his battalion was assigned a crucial mission in the meeting battle.

In a meeting battle there are no defending troops. Victory comes to the side which has been able to anticipate the enemy and make a decisive strike. The battalion of V. Susikov succeeded in capturing an advantageous line.

The command of the "southerners" committed the regiment of Lt Col A. Chernata to the attack. The meeting battle grew into an engagement. Black plumes rose everywhere on the battlefield. The tanks and infantry combat vehicles moved swiftly hugging the ground. The fire support helicopters came in wave after wave.

At the regimental command post all the binoculars were watching the attackers. At times the regimental commander issued orders:

"First, increase firing! Second, pick up speed!"

The first was the battalion commander Maj A. Akayev, and the second was the battalion commander Maj V. Ivanov. The first battalion commander was hot to attack and dashed forward, while the second was calm and calculating. And Lt Col A. Chernata seemingly combined the qualities of both, that is, boldness with discretion, and daring with precise calculation. Such a character is forged in the army. Aleksey Konstantinovich [Chernata] began his military career as a private. He completed the junior lieutenants school, he was admitted to a higher military school without taking classes, and completed the armored academy by correspondence....

The tank troops were confronted with a severe battle, and A. Chernata sent the last reserve company for help. But already the BMP of the motorized rifle regiment X were moving into the opened breach.

Ten Heroes of the Soviet Union had fought in this unit, and seven of them had received this high title for crossing the Nemans in 1944. The attack of the BMP was beautiful and unstoppable. The "southerners" pierced the intermediate defensive line.

Behind this success stood a stressing of will, reason and nerves both by those directing combat as well as those sitting at the controls of the tanks. Success in combat is formed piecemeal, and depends upon each participant. From the command post one could clearly see how one of the BMP (later it was learned that it was under the command of Sgt Ivan Levchin) broke into the flank of the defending troops and opened accurate fire, helping the platoon of Lt V. Tsarev. The attack by the platoon brought success for the company. And the skillful maneuver of the company ensured the success of the battalion.

Continuous purposeful political work is carried out in the units. Party and Komsomol assemblies and meetings were held. Political workers were always in

the most difficult areas. They could be seen behind the controls of the tanks and armored personnel carriers, on the crossings and on the defensive and attack lines.

...By the end of the third of actions the "southerners" had reached the Neman. How to describe the unique spectacle of the crossing of the river line on a broad front by the troops? How to get across the amazing teamwork of thousands of men and hundreds of vehicles? The fighter bombers and helicopters were still attacking the defenses of the "northerners," but the river was already alive. The tanks were crossing under their own power and on ferries. Then both banks of the Neman were linked by pontoon bridges. Columns moved across them in an unrestrained flow.

The leader of the exercise, the commander of the Baltic Military District, Gen Arm A. M. Mayorov provided high praise for the units and subunits involved in the exercise.

"'Neman' has been a serious testing of military maturity and combat skill," said the commander. "The exercise has required a great straining of physical and spiritual forces by each man, and high combat and moral-psychological qualities. The motorized rifle and tank troops, the pilots and assault troops, the missile and artillery troops, the sappers and signal troops-- all the men have passed this exam honorably." The commander emphasized that contributing largely to the success of the exercise was the work of the staffs which provided precise coordination of the branches of forces on the battlefield.

...The fighters and bombers have again been replaced by swallows and swifts on the Neman. And again quiet has fallen in the Baltic forests.

Engineer Pontoon Unit Action

Riga SOVETSKAYA LATVIYA in Russian 28 Jul 79 p 3

[Article by V. Smetannikov from the region of the "Neman" exercises: "A Loyal 'Ten'"]

[Text] The artillery and missile troops, the pilots and signal troops, the tank troops and engineer subunits were working side by side in the area of the maneuvers. The engineer subunits became the heroes of the culminating episode in the exercises, the crossing of the Neman. This started on Thursday.

...The Neman looked gloomy. Gusts of wind drove high waves across the river, and Pfc Fedor Kosykh had to maneuver so that the launch capable of tugging and towing was not pushed off course. It was a small but powerful steel vessel which had just been delivered to the river on a special vehicle. The commander of the pontoon platoon, officer Valeriy Fetisov, explained:

"Our mission is to ferry tanks and air defense troops to the bank occupied by the 'enemy.' We must carry this out as well as possible. The men of the platoon have learned to exceed the time standard by at least 30 percent. And in a few minutes the subunit can not only open up the pontoons and lock them together, but also deliver all the military equipment across the river."

"In our subunit are soldiers from 14 nationalities," added the officer Viktor Golitsyn. "These are Russians, Latvians, Uzbeks, Tadzhiks, Bashkirs, Chuashis, Turkmens and others. They all understand each other instinctively and work smoothly and precisely together."

I got into the launch on the side of which was a number 10. Its metal hull was shaking and one had to hold on. In several minutes I had already "earned" a series of bruises, and not without envy I watched Fedor Kosykh balance, sitting at the controls and watching out of the hatch. From the river you could see a column of motor vehicles on the bank. They were enormous, and looked more like covered wagons from American Wild West films.

The column rapidly deployed along the front, and the green "wagons" were detached from the vehicles and one after one launched on the water. From a distance it seemed as if enormous buds were opening which grew into pontoons that were quickly connected into a single chain. Soldiers in orange life jackets with their automatics on their backs quickly attached cables and metal fastenings. Fedor's "Ten" attached itself to the head ferry, turned it around together with the other launches into the current, and held it in place.

The wind again and again drove strong gusts of cold spray into your face. Obeying the red and white flags of Valeriy Fetisov who was directing the actions of the pontoon troops and the launch operators, the men of the platoon instantaneously dashed up to meet the vehicles driving onto the ramp, the dependable metal gangways linking the ferry with the sandy shoal of the bank. Fedor Kosykh skillfully headed our maneuverable "box" in the required direction. From Odessa, Valeriy maneuvers the flags with the expansiveness of a true son of the famous Black Sea city. And his energy and athletic zeal are transmitted to all the soldiers. In a few seconds the combat equipment is rolling across the steel plane of the floating crossing....

When Soviet units crossed the Neman 35 years ago, what they used were rafts, any boats at hand and empty barrels tied together. Fedor was told about this by his father Aleksey Vasil'yevich Kosykh who is now a shepherd on the Druzhba Kolkhoz in Orenburgskaya Oblast. When the war started, he was the same age as his son is now. From the first to the last day of the war, he was on the front line. When he fastens his medals to his coat, from them you can read the entire campaign record of the soldier: orders and medals for Stalingrad, Koenigsberg, Berlin and Prague. The veteran feels that with reason his son Fedor is now serving in the Baltic as this is a family matter, and Aleksey Vasil'yevich liberated Latvia from the Nazis.

The sons are trodding the roads where their fathers walked during the war years. For many pontoon engineers, places in the Baltic are familiar from the stories of their parents.... In particular, in a talk with a subunit commander it was learned that his father, Aleksandr Nikolayevich Golitsyn, an artillery man and presently a reserve officer, along with Aleksey Vasil'yevich Kosykh had stormed Koenigsberg. The war had brought the two men together. Now army service brought their sons into the same unit. Officer Viktor Golitsyn was satisfied with Pfc Fedor Kosykh. "An outstanding soldier. Disciplined. Efficient. In firing he gets only 'tens.' And his launch is also a 'ten' in both the literal and figurative sense. In organizing the crossing, accuracy of actions is the main guarantee for success."

At present, as you are reading these lines, the exercises have ended. The subunits which participated in "Neman" have returned home. The soldiers and officers of both sides, both the "southerners" and the "northerners," passed with excellence their exam of military skill.

Tank Battalion Operations

Moscow IZVESTIYA in Russian 28 Jul 79 p 3

[Article by Val. Gol'tsev, special IZVESTIYA correspondent: "Military Maturity"]

[Text] Let us become acquainted with the best tank troops in the battalion. By the gun turret stood a short tank troop in black overalls.

"Jr Sgt Gorodkov, crew commander," the young man rapped out.

Gorodkov's biography is short, but he has succeeded in doing a good deal. He completed school with honors and studied in a polytechnical school. The knowledge of mechanics and radios helped him in the army in becoming a good tankman and intelligent commander. The men elected him secretary of the company Komsomol organization.

Our conversation was interrupted by a rocket which announced the beginning of combat. The vehicles with their engines roaring moved quickly into the field which was already engulfed in bursting shells and cloaked in smoke.

How did the tank troops do in the exercise? They laid the path for the motorized rifle troops in breaking through the enemy defenses. They drove off the enemy counterattacks. They fought against the tanks of the opposite side. The command announced thanks to Jr Sgt S. Gorodkov, the driver Pfc V. Ivanov and the gunner T. Ramdver and other men for exemplary execution of the combat training tasks.

In the exercise we observed the crossing of the Neman River which this year because of the continuous rains was as high as it had ever been and was particularly difficult for crossing.

The "southerners," having repelled the attempts of the "northerners" to check them, and to prevent them from reaching the Neman, had reached the river with their forward subunits and immediately began to prepare for the crossing. The crossing was started by the motorized rifle subunits on amphibious combat vehicles. Then powerful tanks crossed under the water. The forward subunits of the "southerners," having broken through to the opposite shore, captured a small bridgehead and stubbornly broadened it. The engineer subdivisions at that time quickly launched ferries which carried across guns and military equipment. Bridges were erected simultaneously by the sappers.

An interesting battle commenced for the crossing in which, as in the first stages of the exercise, the aviation of both sides took an active part. The pilots of the "southerners" conducted continuous clashes for air superiority in the region of the crossing of the water line. But the aviation subunits of the "northerners" made raids on the crossing, in endeavoring to disrupt it, and from the air attacked the approaching main forces of the "southerners." Pilots Yu. Frolov, S. Verkhovykh, I. Vorotnikov and A. Laktyushin particularly distinguished themselves.

The course of combat training showed a high level of leadership over the exercise by the district command and its staff.

One is impressed by the enormous interest in the exercise shown by the privates and sergeants, as well as by their unstinting service on the field. This is the result of extensive party political work. The political workers have successfully employed all the modern mass information media. But here the personal example and outstanding military training remain the main weapon.

In speaking about the success of the exercise, one must also mention the friendly attitude of the workers of the Soviet Baltic to the military. Everywhere they greeted the participants of the exercise with bread and salt, flowers and bands. The workers, the kolkhoz members and intelligentsia of the Baltic republics see in the Soviet military loyal and dependable defenders of their peaceful creative labor.

In the exercise, the motorized rifle troops, tank troops, artillery troops, aviators and sappers showed high field skills, an ability to conduct modern combat as well as fine physical and psychological conditioning. Here, in the training engagements on the battlefield and in the air, their combat experience was enriched and military skills increased.

In the course of the "Neman" exercise, its participants approved a letter of greetings to the General Secretary of the CPSU Central Committee, the Chairman of the Presidium of the USSR Supreme Soviet and Chairman of the USSR Defense Council, Comrade L. I. Brezhnev.

Our friends in arms, the generals and officers from the armies of the socialist countries present here noted that this exercise is a valuable contribution to the treasurehouse of the combat experience of the Warsaw Pact armies.

The representative of Poland, Division Gen I. Szensnowicz, said:

"The previous days of the exercise under difficult weather conditions have provided a notion of what modern combat looks like on the battlefield, and what the training level is in the troops of the Baltic Military District. On behalf of the Polish Army I would like to extend a friendly greetings to all Soviet people. Recently our people celebrated the 35th anniversary of the Polish People's Republic. We will never forget that our nation owes the Soviet Army for freeing us from the fascist yoke. The Polish military is doing everything to strengthen friendship between our armies and our peoples."

At one of the areas of the exercise, where an airborne landing was demonstrated, the military attache of Great Britain Brig Gen C. Wilson, went up to the commander of the landing force, L. Arshinov. Turning to the young officer, he said:

"I was enthralled by your combat work. I believe that if the English paratroopers saw your actions, they would agree with my opinion."

The "Neman" exercise was a good school of field skills for the troops.

Participant Comments on Exercise

Moscow KRASNAYA ZVEZDA in Russian 28 Jul 79 p 1

[Comments by participants in the "Neman" exercise: "A School of Courage and Skill"]

[Text] The "Neman" exercise is over. Its participants demonstrated increased field and air skills and the ability to carry out complex combat training missions. The exercise was a vivid demonstration of the high ideological strength of the Soviet soldiers and their wholehearted loyalty to the socialist motherland.

In the course of marches, offensive and defensive battles, in landing operations and in the crossing of water obstacles, there was a search for the most efficient use of modern military equipment and weapons. Experience was acquired in organizing party political work under field conditions. All of this must be thoroughly analyzed and utilized for further improving combat readiness.

We are giving the floor to certain participants in the exercise.

All That is Better in Practice. By Lt Col V. Pomortsev, tank battalion commander.

In the exercise the tank troops of our battalion had to carry out long marches, and act on patrol and in a meeting battle...what made the greatest impression? Above all, the scale of cooperation with aviation and with the subunits of the various branches of troops, including motorized rifle, artillery, air defense and sapper.

For example, in a meeting battle, I had to control the actions of various forces and equipment, everything that a combined-arms commander would have under him in real combat. Previously I had never led a battalion on the attack. And in the "Neman" exercise I encountered unusual and more complicated tasks. I gained a good deal of experience. I feel that among the other officers as well the technical viewpoint has been broadened after the exercise and the habits of organizing cooperation are firmer.

The officers of the subunit are basically recent graduates of the military schools. For many the "Neman" exercise is the first serious testing. I cannot but help comment that Sr Lts A. Zharikov and N. Karizskiy as well as other company and platoon commanders literally imbibed everything that they will need as organizers of combat.

Capt A. Osipov, the commander of our best company, demonstrated high tactical skills. The battalion staff and the party organization without delay generalized its experience and made this available to other officers. We are analyzing each hour of the exercise in detail. Here we will be strict and demanding. Certainly there were miscalculations in the training battles. Certain officers did not immediately get their bearings in the difficult situation, and experienced a lack of knowledge and skills. Considering this we will make corrections in commander training.

We are also concerned with seeking out additional opportunities in daily training to work on the questions of cooperation. These opportunities exist. More often we will plan joint exercises with the subunits of different branches of troops.

The Example of the Communists. By Maj E. Kuz'min, deputy battalion commander for political affairs.

The "Neman" exercise is over. It will long be remembered by the participants. And there is an explanation for this. The exercise was a remarkable school of courage and a testing of military maturity. At the same time the field also tested our capacity to organize effective party political work and the ability of the communists by a personal example to inspire the men to the exemplary execution of the missions. It is a pleasure to realize that a majority of the officers, the party and Komsomol activists in our battalion honorably passed this test. In all stages of the exercise, party political work was carried out actively, purposefully and to the point,

I would say in a spirit of the Decree of the CPSU Central Committee "On Further Improving Ideological and Political Indoctrination Work." Invaluable experience has been acquired in working with the men under field conditions.

Of course, a thorough analysis of what has been done still lies ahead. But even now one could point out certain positive, in my view, aspects. We succeeded in extending a political influence to all categories of servicemen and involve all the battalion officers in party political work. This made it more concrete and breathed life into the measures carried out. Capt Ye. Shemenev, Sr Lt I. Rogozhnikov and Lts S. Chechulin and V. Zavertalenko with great willingness gave talks and political information. In a word, everything possible was done so that the high patriotic upsurge of the men would be focused on carrying out the complex combat training tasks.

And among the men of the battalion what an influx of enthusiasm was evoked by meetings with the workers of Soviet Lithuania and war veterans! These cordial meetings grew into a stirring demonstration of the unshakable unity of the army and people.

In the exercise our battalion received a high grade. However our heads have not been turned by success, and we are clearly aware of our shortcomings. The valuable experience which we acquired in the exercise will make it possible for us to further raise the effectiveness of party political work in the subunit.

In a Complicated Situation. By Capt Yu. Bondarev, flight captain and military pilot second class.

We prepared with particular care for the "Neman" exercise. Three squadron commanders, Capt V. Adullin and Sr Lts V. Komaritsyn and N. Dzyuin, had never participated in an exercise of such scale. Particular attention was given to the questions of psychological preparedness. Without this it would have been difficult to carry out the set low-altitude missions or fly in the combat formation of a flight or squadron.

The exercise was good schooling for all of us. Each day there were several sorties. We had to operate, although at different altitudes, simultaneously with the fighters and fighter bombers. At times it got quite crowded in the skies. And below, on the earth, the ground troops were firing from two sides. And in addition the weather was not always favorable for us. Often low clouds hung over the earth itself and it rained.

But under these difficult conditions, we carried out all the sorties successfully. It was a pleasure to hear the praise of the group leader and senior chiefs. I should say that all the aviators of the flight acquired rich experience in the exercise in fire support for the ground subunits and in low altitude flights in a group formation. Day after day I noticed how the wingmen, Sr Lts V. Komaritsyn and N. Dzyuin, gained confidence. While in

the first flights these helicopter crew commanders became fatigued, subsequently they easily handled the high stress. Both showed tenacity and cool headedness, they precisely kept their place in the formation in maneuvering over the battlefield, and acted skillfully at maximum low altitudes and in the complicated air and ground situation.

During the remaining months of the training year, on the basis of the acquired experience, we will endeavor to gain a further improvement in air skills.

PHOTO CAPTIONS

1. Military pilots second class Sr Lts Ye. Safronov (left) and V. Molokanov.
2. Attack by motorized rifle troops of the company commanded by Guards Lt A. Krotov.
3. In the firing position senior battery officer Sr Lt V. Il'yashenko, the wind graph operator Jr Sgt V. Gutor, and the radio telephone operator, Sgt V. Mashchenko (from right to left).

Official Guests at Exercise

Moscow KRASNAYA ZVEZDA in Russian 28 Jul 79 p 1

[Article by Maj B. Karpov: "Visiting the Military"]

[Text] Visiting in the region of the "Neman" exercise were the First Secretary of the Central Committee of the Lithuanian Communist Party P. P. Grishkyavichuk, the First Secretary of the Central Committee of the Latvian Communist Party A. E. Voss, the First Secretary of the Central Committee of the Estonian Communist Party K. R. Vayno, the Chairman of the Presidium of the Latvian Supreme Soviet P. Ya. Strautmanis, the Chairman of the Latvian Council of Ministers Yu. Ya. Ruben, as well as the First Secretary of the Kaliningradskaya Obkom of the CPSU N. S. Konovalov, and the First Secretary of the Karel'skaya Obkom of the CPSU I. I. Sen'kin. They observed the course of the exercise and inspected the military equipment and weapons.

The guests were greeted and accompanied by the commander of the Red Banner Military District, Gen Arm A. M. Mayorov, as well as the member of the military council and chief of the district political directorate, Col Gen I. A. Gubin.

Official Concluding Announcement

Moscow KRASNAYA ZVEZDA in Russian 28 Jul 79 p 1

[Unattributed article: "In the USSR Ministry of Defense"]

[Text] On 27 July, the troop exercise of the Baltic Military District with the code name "Neman" ended in the area of Panevezhis, Taurage and Alitus.

The aims set prior to the exercise were achieved.

The troops which participated in the exercise are returning to their permanent bases.

The foreign observers who attended the exercise have left the area of the exercise.

Maneuver Activities Reviewed

Moscow ZNAMENOSETS in Russian No 9, Sep 79 signed to press 23 Aug 79 pp 2-3

[Article by Lt Col G. Kuvitanov: "The Field--The Academy of the Soldier"]

[Text] Thirty-five years ago war was raging in the land of Soviet Lithuania. Thirty-five years ago the banks of the Neman River were the site of a fierce engagement. Those years are long since past, but the memory of the unprecedented courage and heroism of the Soviet soldier is still fresh.

And again the old Neman was engulfed in fire and thunder. Again "war" arrived at its banks, only it was a peaceful war. It was an exercise with the code name of the famous river. Troops of the Red Banner Baltic Military District participated in it.

Cooperation--The Basis of Success

On the eve of the powerful, well planned and prepared offensive by the "southerners," the situation had developed in the following manner. The "northerners," the first to initiate surprise combat, were thoroughly routed by the active defenses of the "southerners" who were able to dig in on an advantageous line and covertly bring up reserves by morning. One of the most crucial stages in the duel of the sides began. The side which better carried out ground and air reconnaissance, which could feel out the vulnerable spots of the "enemy," and would more rapidly seize the initiative on the battlefield and make a crushing strike, this side would win.

The skies resounded with the roar of thunder. This was the start of combat by the fighter and bomber aviation of the "southerners" and then the "northerners." A stubborn battle started up for air superiority. Missile and bomb strikes were made against the ground forces of both sides.

Under the cover of their aviation which seized the initiative in the air as well as with artillery support, the tanks of the "southerners" moved rapidly to the line for going over to the attack, and they were followed by the infantry combat vehicles [BMP], and then the air defense weapons. On the map of the leader of the exercise, the commander of the Red Banner

Baltic District, Gen Arm A. Mayorov, the advancing troops were marked by a symbol. At the point of one red arrow was the tank battalion commanded by Capt V. Gavrilov. In skillfully combining fire and movement, the companies in the battalion moved ahead successfully.

"Armor piercing, ahead single tree, to the left 10, tank in an emplacement, 1300, underway, fire!" commanded the tank commander, Sr Sgt A. Pervakov, of the gunner. He was temporarily performing the duties of the platoon commander.

"Round!" warned the gunner, Pfc S. Kalyan. The dangerous armored target was destroyed with the first shell. The experienced gunner shifted the fire to the following one, again a tank in an emplacement. There were particularly many "enemy" tanks on the left flank, as well as in depth. The combat helicopters took to the air. Painted the color of the surrounding terrain, they flew low over the ground, they executed a steep bank and attacked the armored targets. The resistance of the "northerners" weakened somewhat. The tank troops of Capt Gavrilov immediately made use of this. They increased the pressure, they raised the rate of fire, and their cooperation became more precise and coordinated with the motorized rifle and artillery troops. When grenade throwers appeared in front behind folds in the terrain, the tank commander Jr Sgt A. Mitichkin ordered the gunner Pfc V. Kalyan (the brother of S. Kalyan) to give a machine gun burst against the vehicles as a target designation for the motorized rifle troops. As they say, the motorized rifle troops of the squad of Guards Sgt R. Veryanyus understood the tank troops immediately. The gunner of the BMP, Pvt S. Gorbachev, and the machine gunner Pfc A. Gitin, destroyed the "enemy" grenade throwers.

Then right ahead a well camouflaged "enemy" pillbox came alive. Three accurate rounds were made against the target by Pfc Kalyan, and it was reliably neutralized. Also firing at the pillbox by direct laying were the artillery troops of the crew commanded by Guards Sgt N. Rudakov. This crew is the best in the company and performs all firing with an excellent evaluation.

The tank troops were in a stubborn struggle for the right to win the rotating pennant imeni Hero of the Soviet Union V. Velichko. Sr Sgt Pervakov made noticeable headway toward the desired goal. During the attack, the company came out in an impassable swamp. The tank platoon under the command of Pervakov by a rapid maneuver skirted the obstacle and covered the maneuver of the platoons by fire.

At the same time, the superiority in forces and equipment was clearly on the side of the "southerners." In continuing to squeeze the "enemy," they advanced further and further to the north, showing by skillful actions that success in modern combat can be achieved only under the condition of precise cooperation between the subunits of all the branches of forces.

Across the River Without a Stop

Under an air cover and with powerful preparatory firing, the company of Sr Lt A. Kasymov as part of a battalion began to move toward the river. The battle reconnaissance elements were the first to move to the edge of the river. These included the BMP of Sgt V. Khabyev. However not all succeeded in reaching the bank. The "northerners" so successfully organized the defenses and so set up the firing plan that they could fire not only on the entire surface of the river but also the approaches to the river line. One reconnaissance vehicle was "blown up," followed by a second and a third. Sgt Khabyev ordered the driver Pvt A. Samol' to maximum speed, using the folds of the terrain and columns of smoke from the bursting of shells and bombs, to slip across an open area and take up shelter. The maneuver succeeded. Over the airways went information from the reconnaissance element on the nature of the "enemy" actions on the other bank and its firing positions.

The BMP broke out of the edge of the forest. The steel flood spread over a broad expanse and like a fiery wave gushed toward the river line. In the sector of the main assault was the company of Sr Lt Kasymov. Without slackening speed, the BMP with its steel chest dove into the river and in increasing fire against the "enemy," made its way to the opposite bank which at that time was being cut by shell explosions. The aviation and combat helicopters made bomb and missile strikes against the defenses of the "northerners." Firing was also carried out by artillery and tanks assigned for direct laying.

"Ahead--a clump of stones, to the right 20, tank in an emplacement, 400," radioed the BMP commander, Sr Sgt . Kondakov, the subunit Komsomol leader. And immediately came the command from the officer to focus the platoon's fire on the important target which was destroyed with the first rounds. The crew of Kondakov and as a whole his squad while crossing the river destroyed about ten targets, including antitank weapons. His BMP was the first on the opposite bank.

Action now heated up deep in the defenses of the "northerners." For increasing the strike against the river line, new subunits of "southerners" were brought up by several routes. The first self-propelled tracked ferries and amphibious transports (GSP and PTS) were now bobbing on the waves of the Neman. Their crews had lowered the bank ramps and in a few minutes took on the first tanks. A bit farther beyond the ferry crossing, a column of special vehicles hurried to the water's edge. Powerful KrAZ's loaded with heavy pontoons, in sinking in the dirt up to the wheel hubs, came right down to the water's edge, swung 90 degrees and put it into reverse. The pontoon sections began to rumble.

In the crossing of the important line, all its participants excelled. Among them were also those who particularly excelled. These were Sr Lts A. Kasymov and T. Tupikov, Sr Sgt V. Kondakov, and Pvt A. Kuznetsov. The leader of the exercise, Gen Arm A. Mayorov, commended them and presented them with valuable gifts.

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FOLLOW-UP TO READERS' COMPLAINTS

Shortcomings in Unit Administration

Moscow KRASNAYA ZVEZDA in Russian 1 Jul 79 p 2

[Article: "Once Again About the 'Responsible Ones'"]

[Text] Engr-Col B. Lapkalo's letter was published under this heading in KRASNAYA ZVEZDA on 7 March. Shortcomings in the organization of administration in one of the units of the Red Banner Belorussian Military District were revealed in it. In particular, so-called "responsible" duty personnel, who replaced people on the 24-hour detail, were appointed here in accordance with a directive from the senior chief.

Lt Gen M. Tereshchenko, the district's chief of staff, has reported that the critical comments have been studied on the spot and have been discussed with unit and large unit commanders. The directive on the daily appointment of "responsible" duty personnel has been revoked. Steps have been taken to prevent violations of regulation requirements in unit administration.

Poorly Prepared Sports Teams

Moscow KRASNAYA ZVEZDA in Russian 5 Jul 79 p 2

[Article: "To Competitions-- for ... Zero Ratings"]

[Text] This was the title of a letter published in KRASNAYA ZVEZDA on 7 April of this year. The author, Lt Col M. Kazadov, raised the question of why some military training institutions send poorly prepared teams to the Ground Force Spartakiad competitions.

The sports committee chairman of the Khar'kovskoye Guards Higher Tank Command School imeni Supreme Soviet of the Ukrainian SSR, Guards Colonel Bondarenko, has reported to the editors that the newspaper article was discussed during an expanded meeting of the sports committee, a meeting of the officer complement, and a meeting of the physical training and sports department. The reasons for the poor showing of the school's sportsmen in

the competitions for the championship of the Ground Forces were brought to light. The unsatisfactory state of training work was pointed out to Major Shevol', an instructor. A plan has been compiled for year-round training for the 1980 competitions.

The sports committee chairman of the Ul'yanovskoye Higher Military Command Signal School imeni G. K. Ordzhonikidze, Colonel Bulantsev, and the physical training and sports department chief of the Smolenskoye Higher Air Defense Missile Command School, Lieutenant Colonel Zhikin, also reported to the editors about steps taken to improve the state of training work with sportmen.

Shortcomings in Group Sports

Moscow KRASNAYA ZVEZDA in Russian 6 Jul 79 p 2

[Article: "The Matter Did Not Proceed Farther Than Promises"]

[Text] Lt Col O. Vikhrev's letter, published under this heading on 25 April, talked about serious shortcomings in the organization of mass sports work in one of the military construction subunits of the Kiev Military District.

The party committee secretary of the construction organization, I. Korobko, has informed the editors that the newspaper article was discussed at a party committee meeting. Steps were taken to organize the personnel's active rest and raise the level of sports work. A club has been opened and is operating; a volleyball field, a section for jumping and a deck for heavy athletics have been set up; and gymnastic equipment has been manufactured. Time is allotted in the subunit for sports training and competitions three times a week during the evening hours and also on days off.

Non-Regulation Attitudes

Moscow KRASNAYA ZVEZDA in Russian 6 Jul 79 p 2

[Article: "After the Complaint"]

[Text] Maj V. Semenov's letter, published under this heading on 24 May, talked about instances of non-regulation attitudes on the part of Lt Col Yu. Akimov and Maj N. Korobchuk towards subordinate officers and their attempts to suppress criticism.

The political section chief has reported that the newspaper article helped them to investigate more deeply the causes of the serious omissions in combat and political training and in the indoctrination of the officer complement.

Lt Col Yu. Akimov received a party punishment--a stern reprimand--for his thoughtlessness toward subordinates, rudeness and arrogance. The political section pointed out to Maj N. Korobchuk the serious omissions in indoctrinal work, the tactlessness shown to officer Yu. Yushin, and instances of concealing serious violations of military discipline.

Specific steps were outlined at a meeting of the large unit's command element and political section workers to improve indoctrinal work among communist leaders.

Railroad Waiting Room Deficiencies

Moscow KRASNAYA ZVEZDA in Russian 8 Jul 79 p 2

[Article: "There Are Such Passengers ..."]

[Text] Lt Col V. Filatov's article was published under this heading on 3 June. It pointed out deficiencies in the service for military passengers in railroad waiting rooms. Answers were received from: the chief of the Central Military Transportation Directorate of the USSR Ministry of Defense, Lt Gen Tech Trps A. Klemin; and the Chief of the Main Passenger Directorate of the Ministry of Railways, V. Kolpakov.

They report that instructions have been given by the Central Military Transportation Directorate of the USSR Ministry of Defense to all military transportation chiefs in military districts and fleets to discuss the article with personnel and take concrete steps to eliminate the deficiencies pointed out in it. Jointly with the Ministry of Railways, a directive has been issued in which it is proposed that the chiefs of stops (stations) and the military commandants of railroad sections and stops: review during June and July of this year the procedure for serving servicemen passengers considering the comments expressed in the article and eliminate existing deficiencies; check each year the premises designated for serving servicemen and take steps to improve their equipment and maintenance; and, in stations where there are no military rooms, to arrange the serving of servicemen passengers in the general waiting room.

The possibility of organizing assembly points for guard personnel is being studied.

Supply Deficiencies

Moscow KRASNAYA ZVEZDA in Russian 10 July 79 p 2

[Article: "A Matter of Crushed Stone"]

[Text] According to the report of the political section chief, Col P. Dolgov, A. Tertychnyy's letter, "A Matter of Crushed Stone," which was published in KRASNAYA ZVEZDA on 29 May, was discussed with the supply apparat and the engineer technical workers of construction organizations.

The UNR [work supervisor's, section] chief, Engr-Lt Col V. Kavintsev; the party committee secretary, S. Yefimov; and the deputy UNR chief for logistics support, Engr-Lt Col V. Sonkin, were sternly warned.

Engr-Lt Col V. Sonkin was reprimanded by order of the unit commander for his carelessness and the unwarranted shipment of crushed stone. Party proceedings have been instituted against him for the lack of discipline and dishonesty displayed when settling with the DRSU-3 [road repair and construction directorate] primary party organization.

The UNR chief, Engr-Lt Col V. Kasimtsev, and his deputy for logistics support have been ordered to settle with DRSU-3 completely in July 1979.

Procrastination in Completing Documents

Moscow KRASNAYA ZVEZDA in Russian 11 Jul 79 p 2

[Article: "A Missing Document"]

[Text] This was the title of a letter and commentary published on 10 April. It talked about the fact that procrastination had been permitted in one of the units of the Group of Soviet Forces in Germany with respect to the completion of appropriate documents about the awarding of rated qualifications to a number of specialists.

The deputy chief of the political directorate of the Group of Soviet Forces in Germany, Maj Gen M. Tarakanov, has reported to the editors that the newspaper article has been discussed with political workers and specialists from various services. The people guilty of allowing the procrastination in awarding the rated qualification to the troops have been summarily punished. The necessary steps have been taken to eliminate the deficiencies pointed out by the newspaper.

Training and Service Deficiencies

Moscow KRASNAYA ZVEZDA in Russian 12 Jul 79 p 2

[Article: "Calculating on an All-Hands Job"]

[Text] This was the title of Maj M. Ziyemin'sh's letter published on 5 April. It talked about serious shortcomings in the organization of the training, service and living conditions of personnel in the N-skiy unit.

The higher staff has reported to the editors that the deficiencies, pointed out by the newspaper, are being eliminated. After the letter was discussed in the large unit's political section, at a meeting of the communists in the unit's headquarters, and during a meeting of the officers, steps were taken to increase the responsibility of the communists in the regiment's administration for the qualitative preparation and conduct of classes. The large unit headquarters provided practical help to the unit headquarters in organizing a rhythmical training process and in improving the professional skill of the officers. Control over the organization of the personnel's service and living conditions has been strengthened.

The unit commander and deputy commander for political affairs have had party proceedings instituted against them for their omissions in work. The deputy unit commander for rear services has been severely disciplined. Company commanders, Sr Lts A. Gladkikh and V. Bekker have been warned about imperfect service compliance because of their wrecking of combat training classes.

Deficiencies in Tactical Training

Moscow KRASNAYA ZVEZDA in Russian 13 Jul 79 p 2

[Article: "Percent of Destruction"]

[Text] This was the title of a critical letter from Lt Col V. Moroz, published on 23 May, which talked about deficiencies in the tactical training of personnel in the regiment commanded by Lt Col A. Latushkin.

The answer, which arrived at the editor's desk signed by the regimental commander and the deputy regimental commander for political affairs, says that the newspaper article was admitted to be timely and correct. During the summer training period, major attention is being devoted to questions connected with the tactical training of specialists in all categories. The recommendations contained in the letter have been considered when conducting assemblies of platoon and company commanders. The requirement on officers for quality in the preparation of classes has been strengthened and a check has been imposed on their independent study.

The regiment's party committee listened to the reports of communists V. Glushenko, A. Trety'yakov and A. A. Slepushkin about the work done to eliminate the deficiencies pointed out by the newspaper. Sr Lt G. Mazunin, who demonstrated irresponsibility in training personnel, was severely punished.

The steps taken in the regiment, it is necessary to suppose, will be beneficial in the matter. However, the fact that higher departments have still not answered the critical newspaper article evokes bewilderment. We hope that the appropriate appraisal will be given to this fact in the political directorate of the Red Banner Odessa Military District.

Finance Section Procrastination

Moscow KRASNAYA ZVEZDA in Russian 14 Jul 79 p 2

[Article: "The Review Has Been Extended"]

[Text] The remarks of Col A. Drovosekov, which were published under this heading on 23 May, talked about the procrastination allowed by the finance section of the Transbaykal Military District when examining Capt A. Glushachenkov's letter.

The first deputy chief of the district's political directorate, Maj Gen V. Kazakov, has reported that the delay in the review of Capt A. Glushachenkov's letter occurred due to the fault of Capt Intend Serv A. Bukhtiyarov. He had turned the checking of the questions posed by the district's finance section over to WO [Praporshchik] A. Zaykovskiy who made an error that required another checking. Capt Intend Serv A. Bukhtiyarov was sternly singled out for the submission of contradictory data to the district's finance section. Warrant Officer Zaykovskiy was severely reprimanded.

Sewing of Uniforms

Moscow KRASNAYA ZVEZDA in Russian 14 Jul 79 p 2

[Article: "With An Order in the Pocket"]

[Text] Col (ret) S. Skrayabin's note, published under this heading on 22 May, talked about the untimely sewing of uniforms by officers of the Black Sea Fleet. The deputy fleet commander for rear services--the fleet's chief of rear services Rear Adm N. Yermakov-- has reported to the editors that a directive has been issued to improve control over the sewing of uniforms by officers and warrant officers.

Deficiencies in Publicizing Experience

Moscow KRASNAYA ZVEZDA in Russian 14 Jul 79 p 2

[Article: "Actively Incorporate Progressive Experience"]

[Text] An article (the authors were Maj Gen I. Sidel'nikov and Col Ye. Babynin) was published on 30 May under this heading. Lt Gen F. Ischchenko, member of the military council and chief of the political directorate of the Southern Group of Forces, has reported to the editors that the newspaper article was discussed during a meeting in the political directorate in which the chiefs of political organs participated.

During the discussion, the defects in the publicizing of progressive party and political work experience, about which the article talked, were thoroughly analyzed.

Steps, aimed at improving the study, summarizing and incorporation of progressive party and political work experience, were defined by the political directorate of the group of forces. In particular, provisions were made to create a group of officers in the political directorate which will coordinate this work, and a decision was made in the long range plan to determine specific assignments on studying progressive experience during the training period. A procedure for controlling the passing of everything new and progressive that is born in practice to those categories of political workers and party activists to whom it directly pertains, was established.

Special attention was paid to raising the quality of materials and measures connected with the summarizing, publicizing and dissemination of progressive experience.

Indoctrinal Work Shortcomings

Moscow KRASNAYA ZVEZDA in Russian 18 Jul 79 p 2

[Article: "Collision"]

[Text] Lt Col V. Polezhayev's critical letter was published under this heading in KRASNAYA ZVEZDA on 13 May. It talked about deficiencies in the indoctrinal work with young officers in the N-skiy unit.

The large unit's political section chief has reported that the letter was discussed during a session of the party bureau of the unit's party organization. Practical steps, aimed at improving the ideological, political, military and moral indoctrination of young officers, were carried out. A thematic morning performance, "Officer--an Heroic Profession," was conducted; and a lecture, "Collectivism, Comradely Mutual Help--the Most Important Moral Qualities of a Soviet Officer," was presented. A lecture on the problems of the moral indoctrination of young officers was given for the command element of units in the large unit.

At the present time, Sr Lt V. Plotnikov is successfully studying at a higher military training institution, Sr Lt P. Lysenko has drawn correct conclusions from the criticism and is performing his service duties conscientiously.

Steps Taken on Shortcomings

Moscow KRASNAYA ZVEZDA in Russian 20 Jul 79 p 2

[Article: "Steps Taken Based on Readers' Communications"]

[Text] -- Lt Gen (Res) I. Gromov, a Hero of the Soviet Union, wrote to the editors of KRASNAYA ZVEZDA about the red tape in repairing the quarters of F. Skorobogatyy, a participant in the Great Patriotic War. The letter was sent to the Kirovskiy Oblast Soviet of Peoples' Deputies. They have informed us that F. Skorobogatyy's quarters have been repaired.

-- T. Payzullayeva, the wife of a serviceman who perished during the years of the Great Patriotic War, turned to the editors with a request to help her obtain fuel. M. Abakarov, chairman of the ispolkom of the Khasavyurtovskiy Rayon Soviet of People's Deputies--to whom we had sent the letter, has informed the editors that the widow of the dead fighting man has been helped with fuel.

--D. Petukhov, a participant in the Great Patriotic War, requested that the issuance of a temporary privilege certificate to him be expedited because his repeated appeals to the military commissariat had been unsuccessful. Maj A. Samoylov, the wise man of the rayon military commissariat, has reported that A. Petukhov has been given a temporary Great Patriotic War participant certificate.

--A. Talitskikh, a disabled veteran of the Patriotic War, wrote to the editors that the workers in the Gryazinskiy City Military Commissariat were delaying giving the jubilee medal, "60 Years of the USSR Armed Forces", to him. Col M. Ladov, Lipetskiy Oblast Military Commissariat, has reported that the medal has been given to A. Talitskikh. The careless attitude toward participants in the Great Patriotic War was pointed out to Lt Col V. Musatov, Gryazinskiy City Military Commissariat.

Selling a Private Automobile

Moscow KRASNAYA ZVEZDA in Russian 21 Jul 79 p 2

[Article: "They Gave a Ride"]

[Text] Col Justice A. Shitikov's satire, which was published under this heading on 24 March, told about the machinations of officer V. Kartakov and WO [Praporshchik] V. Koval'chuk who tried to sell a private automobile at profiteering prices.

Rear Adm V. Polivanov, first deputy chief of the Northern Fleet's political directorate, has informed the editors that V. Kartakov has been released into the reserves. By a decision of the party commission attached to the political section of the garrison's special units he was severely reprimanded and an entry made on his record card. The same punishment was imposed on V. Koval'chuk.

And so, steps have been taken. However, the report on them was received only after two reminders from the editors. Such an attitude on the part of the fleet's political directorate toward the newspaper article causes, to put it mildly, surprise.

Shortcomings in Indoctrinational Work

Moscow KRASNAYA ZVEZDA in Russian 22 Jul 79 p 2

[Article: "Slander"]

[Text] Lt Col V. Parfenov's letter, which was published on 31 March under this title, talked about the unworthy conduct of communist officer A. Mikhalevchenko in the collective and about shortcomings in the indoctrinational work with the instructors of the Vasil'kovskoye Military Aviation Technical School imeni 50th Anniversary of the Leninskiy Komsomol of the Ukraine.

The chief of the school's political section in his reply admitted the criticism was justified and reported on the steps which were taken to normalize the moral situation in the instructor collective, establish correct mutual relations between chiefs and subordinates, and increase the role of party organizations in the selection and placement of personnel.

A letter from Lt Col A. Mikhal'chenko also arrived on the editors' desk at almost the same time. He rejected the criticism addressed to him, interpreted in his own way the conclusions which were drawn from the numerous complaints about him, and accused the "Slander" letter's author of lacking objectivity.

Communist A. Mikhal'chenko's conduct was again examined in the primary party organization. The party meeting resolved to expel A. Mikhal'chenko from the CPSU for his attempts to split the collective, undermine one-man command, and the critical evolution of his own actions. Only then, as subsequent events showed, did he recognize the error of his actions.

The party commission of the Air Force political directorate, taking into consideration that comrade A. Mikhal'chenko had condemned his actions and repented his unworthy conduct, considered it possible to leave him in the party, after severely reprimanding him and making an entry on his record card.

Careless Attitude to Veteran

Moscow KRASNAYA ZVEZDA in Russian 22 Jul 79 p 2

[Article: "Trip Wire"]

[Text] A letter from one of the newspaper's readers was published with a commentary by a KRASNAYA ZVEZDA correspondent on 20 March under this title. It criticized instances of a careless attitude towards the needs of K. Korovin, a participant in the Great Patriotic War and a Hero of the Soviet Union, by workers in the communications center of the city of Pushkin in Leningradskaya Oblast. Comrade Stolyarov, secretary of the Pushkinskiy CPSU raykom, has informed the editors that a telephone will be installed for the war veteran after the construction of an automobile school building which is being erected not far from the house in which comrade Korovin lives. The commissioning of the school building is planned for the fourth quarter of 1979.

Deficiencies in Construction Work

Moscow KRASNAYA ZVEZDA in Russian 22 Jul 79 p 2

[Article: "The Price of Poor Workmanship"]

[Text] Lt V. Gromak's letter was published in the newspaper on 17 May under this title. It criticized deficiencies in the organization of construction work which the collective headed by Engr-Lt Col V. Dmitruk was performing.

Engr-Col S. Surovtsev and Capt 1st Rank I. Murashko have informed the editors that those guilty of tolerating construction waste have been punished. The directors of the work, Engr-Lt Col A. Sapunov and Engr-Lt Col V. Dmitruk, have been reprimanded by the senior chief. The chief of the construction and assembly section, Capt Tech Serv I. Moiseyev, has been removed from the position he held and is being assigned to a lower one. The exposed defects in the construction will be eliminated in a very short time.

Mismanagement in Unloading Railroads

Moscow KRASNAYA ZVEZDA in Russian 22 Jul 79 p 2

[Article: "Everything in the Old Way"]

[Text] The letter from M. Ivanov--a participant in the Patriotic War--which was published under this heading on 27 June, talked about the mismanagement tolerated while unloading construction materials from railroad cars in one of the UNR [work supervisor's section] of the Transbaykal Military District.

Maj Gen V. Kazakov, first deputy chief of the district's political directorate has informed the editors that Lt Col V. Phiryulin, the deputy UNR chief for logistics support has been severely reprimanded for the mismanagement in the loading and unloading area. The inadmissibility of confusion when unloading arriving cargoes was strictly pointed out to the chiefs of the construction organizations, Engr-Lt Cols R. Khanov, A. Lavrenov and I. Yermolayev.

Specific steps have been taken to remove construction materials and debris and to establish and maintain the necessary order on the territory of the railroad siding. The newspaper article was discussed at a meeting of the UNR party committee

Criticism of Naval Newspaper

Moscow KRASNAYA ZVEZDA in Russian 24 Jul 79 p 2

[Article: "The Experience of Progressive People -- for all Fighting Men"]

[Text] A press survey, in which critical comments were addressed to the Red Banner Pacific Ocean Fleet newspaper--BOYEVAYA VAKHTA, was published under this heading on 13 June in KRASNAYA ZVEZDA.

Capt 1st Rank P. Burikov, the editor-in-chief of BOYEVAYA VAKHTA, has reported that the survey was discussed during a meeting of the officers on the editorial board. Vice Adm V. Sabaneyev, member of the military council and chief of the fleet's political directorate, addressed the meeting. He analyzed the work of the editorial collective in light of the requirements of the CPSU Central Committee resolution, "On Further Improving Ideological,

Political and Indoctrinal Work" and gave recommendations to eliminate the deficiencies pointed out in the KRASNAYA ZVEZDA survey.

An expanded session of the newspaper's editorial board was also held. The critical comments, noted in the press survey, were recognized as being correct. The editorial board members thoroughly discussed the publications material in the survey and other material in which the progressive work experience of commanders, political workers, and party and Komsomol organizations in training and indoctrinating the fighting men, was poorly covered.

During the session of the editorial board steps were taken to improve the effectiveness of the newspaper's articles and the publicizing of progressive experience on its pages, especially experiences from long ocean voyages, the organization of socialist competition, and ideological work. Appropriate specifications were incorporated into the literary training plans of the editorial journalists.

Deficiencies in Military-Technical Sports

Moscow KRASNAYA ZVEZDA in Russian 26 Jul 79 p 2

[Article: "A True Helper in Work and Battle"]

[Text] This was the title of an article by A. Golyakov, a sector chief of the CPSU Central Committee Administrative Organs Department, which was published on 11 April. It revealed deficiencies and raised important questions in the development of military-technical types of sports in the country.

S. Bokhirov, chief of the Tadzhikistan Communist Party Central Committee Administrative Organs Department, reports to the editors that the criticism addressed to the committees of the republic's DOSAAF, trade unions and Komsomol for their insufficient attention to the development of military-technical types of sports, is justified. Steps are now being taken in Tadzhikistan to create a well equipped material-technical base. The republics' DOSAAF Central Committee, together with other interested organizations, will draw up in the near future a plan for measures to develop military-technical types of sports during 1980-1990. This question is under the control of the Tadzhikistan Communist party Central Committee.

Yu. Teslenko, secretary of the CPSU Vladimirskiy Obkom writes in his answer that comrade A. Golyakov's letter correctly points out the insufficiently effective use in the oblast of the DOSAAF organizations' material-technical base for the mass development of military-technical types of sports. At the present time, the efforts of oblast federations and sports aktiv are aimed at ensuring the broad participation of oblast sportsmen in the competitions during the concluding stage of the 7th Summer Spartakiad of the Peoples of the USSR.

The reply of I. Grigor'yev, a department chief in the CPSU Chuvashskiy Obkom, says that specific steps, aimed at further developing military types of sports--including motorsports--in the republic, were approved during a session of the DOSAAF obkom presidium.

Sh. Balishin, the chief of the Administrative Organs Department of the CPSU Bashkirskiy Obkom, reports that the question of the condition of motorsports in the republic was examined in the party obkom and the CPSU Ufimskiy gorkom with the participation of defense society, sports committee and oblast trade union council directors. The article was discussed during a session of the DOSAAF obkom presidium. The training work with youth teams is being put right and steps are being taken to improve the material base of clubs.

A letter has been received from A. Korotonoshko, a member of the board of the Ministry of Radio Industry. He reports that the ministry is performing definite work to produce the required equipment. At the present time, radio sets to control "Supranar-82" and "Rym-2" model planes are being serially produced. Development has been completed and an electronic telegraph key for the rapid transmission of numerical and letter texts is in series production.

Rear Adm N. Shashkov, chairman of the Sports Committee of the USSR Ministry of Defense, reports that comrade A. Golyakov's article rightfully emphasizes the exceptional importance of military applicable and military-technical types of sports as one of the primary means to prepare youth for service in the armed forces and for improving the combat training of personnel. However, the fact that the results of competitions in these types were not considered when summing up the results of sports work for the year in military districts, groups of forces and fleets, restrained the development of military-technical types of sports among the troops. A decision has been made to incorporate these records beginning with 1981.

He further states that the sports committee, together with the sports committees of the branches of the armed forces, will in the future pay the greatest attention to the development of non-Olympic types of sports in the army and navy, especially military-technical and military applicable ones, and will be primarily concerned with training experts with a high rating in parachute, aircraft, helicopter, and automobile types of sports and in radio sports.

The replies of Engr-Lt Gen K. Trofimov and Col Gen Avan S. Golubev, which were sent to the editors, talk about steps aimed at developing radio sports in the armed forces and helicopter sports in the Air Force. Capt 1st Rank V. Yevdokomov, the chief of physical training and sports in the Naval Forces, has reported that nine navy championships in military applicable and military-technical types of sports, including motor boat, parachute, and ship model sports, high speed underwater swimming, and radio sports, will be conducted in 1979 and 1980.

V. Annenkov, secretary of the Orenburgskaya Oblast trade union council, writes to the editors that comrade A. Golyakov's article was discussed during an expanded meeting of workers in the oblast councils of voluntary sports societies. It was suggested that voluntary sports society councils, together with DOSAAF organizations and Komsomol organizations, take every step to further develop military-technical and military-applicable types of sports and help house managers create model building circles and technical sports sections and clubs. The oblast council of trade unions, together with the oblast sports committee, is planning to open additional sections for shooting classes.

Replies were also received from V. Torukalo, secretary of the Komsomol Orenburgskiy Obkom, and Yu. Mashkov, chairman of the DOSAAF Orenburgskiy Obkom.

1. Zaletayev, deputy chairman of the central council of the "Work Reserve" Voluntary Sports Society, reports that all necessary steps are now being taken in the society to better the material-technical base and improve the quality of the training process for military-technical types of sports. Special attention is being devoted to the further development of small arms sports.

V. Kupriyanov, deputy chairman of the central council of the all-union "Dynamo" Physical Culture and Sports Society, writes that the conducting of the first championship of the USSR Ministry of Internal Affairs for an automobile multi-combination tournament is planned for next year. At the present time, a technical sports commission has been created for an official combination tournament for internal affairs organ workers.

G. Shibayev, chairman of the central council of the "Spartak" Voluntary Sports Society, and Yu. Vinogradov, chairmen of the central council of the "Vodnik" Voluntary Sports Society, also sent replies to the editors.

Deficiencies in Training Planning

Moscow KRASNAYA ZVEZDA in Russian 28 Jul 79 p 2

[Article: "An Hour for Assemblies, Three for Conversations"]

[Text] A paragraph, published under this heading on 31 March, talked about deficiencies in the planning of the training process by the headquarters of the N-skiy motorized rifle regiment. This led to the disruption of firing training classes in the company which Sr Lt P. Pahomov commands.

Maj Gen M. Tarakanov, deputy chief of the political directorate of the Group of Soviet Forces in Germany, has reported to the editors that questions on raising the quality and effectiveness of the training process and improving its planning were discussed at a unit party meeting. Help was

given to subunit commanders and the regiment's staff in eliminating the shortcomings in the organization of combat and political training. The inadvisability of introducing unsound changes in the class schedules was firmly pointed out to the unit's command element.

Capt V. Sviridov, deputy unit commander, was disciplined for his derelictions in the work of preparing the material training base for classes.

Messhall Repair Delay

Moscow KRASNAYA ZVEZDA in Russian 28 July 79 p 2

[Article: "But the Words Are Empty"]

[Text] This was the title of Lt Col V. Bogdanovskiy's letter which was published on 9 June. It talked about delays in the repair of a messhall in one of the Carpathian Military District's garrisons.

Col M. Simonov, chief of the political section of the district's construction directorate, has informed the editors that the repair work and reconstruction of the building had not taken place because of the lack of design estimate documents due to the fault of the military district's housing directorate. This documentation arrived in the construction organization after the newspaper article. At the present time, the work of repairing and reconstructing the messhall has begun and will be completed during the second half of 1979.

It is surprising, however, that the district's housing directorate leaders have not found the courage in themselves to answer the criticism which was also addressed to them.

Deficiencies in Naval Library

Moscow KRASNAYA ZVEZDA in Russian 31 Jul 79 p 2

[Article: "In the Role of a Step-Child"]

[Text] The library in one of the Red Banner Pacific Ocean Fleet's garrisons, which is located in the uncomfortable vicinity of ... a bath-house, was in this role. The readers found out about this from the remarks of Capt 2d Rank A. Zlydnev which were published in KRASNAYA ZVEZDA on 12 May.

The editors politely waited for a month for an answer to this article, but it did not come. A reminder was sent to the unit commander on 8 June. However, as before there was no reply. An urgent request to expedite the answer was sent to the commander on 26 June, but again the unit commander and political organ were silent.

On 5 July, the editors were forced to turn to the fleet's political directorate. The letter contained a request to find out what reasons were preventing the unit commander and political organ from answering the critical newspaper article within the period specified for this and what finally was being undertaken to save the library. And now an answer was received from Capt 2d Rank A. Karlin who was performing the duties of the political section chief: "Indeed, the location of the library does not answer all requirements for storing and correctly using library stock.... The question of allotting premises for a library will be examined in the fall of 1979." Capt 3d Rank V. Lutskiy sent a similar answer.

The answers themselves and the delay which preceded them evokes at least bewilderment. It cannot be understood why the fleet's political directorate has not considered it necessary to answer the editors and what is its evaluation of what happened.

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